

**Largest Circulation of any Shipping Paper.**

# SEAFARING

**THE ORGAN OF THE SEAFARING CLASS,  
INCLUDING THE FISHERMEN OF GREAT BRITAIN AND IRELAND.  
A Weekly Newspaper for Seafaring Folk and their Friends.**

No. 99.—VOL. 5.

[Registered at the  
General Post Office]

SATURDAY, SEPTEMBER 13, 1890.

[For Transmission  
Abroad as a Newspaper.]

ONE PENNY.

## NATIONAL FEDERATION OF FISHERMEN.

By A FISHERMAN.

For the last few weeks the readers of SEAFARING have read and heard a good deal of the attempt that is being made by the fishermen of Great Britain and Ireland to follow the good example of the seamen and form a National Organisation to protect their interests and improve their condition, and all admit that such a thing is badly needed. The new Union is called the National Federation of Fishermen of Great Britain and Ireland. This Federation will, on the First day of October, 1890, start operations with Branches already established on the East Coast from Aberdeen to Ramsgate. They have a Branch at Leith, Shields, Hull, Grimsby, Yarmouth, and Lowestoft, and intend to encircle the British Isles with Branches. The officers have entered upon their duties; Mr. G. H. Goodinson, of Hull, is the general secretary, Mr. R. Manton, of Hull, is the organising secretary, and coupling these names with the name of Mr. C. H. Cook as president, Mr. T. C. Taylor and Mr. Henry Morris as vice-presidents, and Mr. Robt. Fayne, who has done yeoman work in organising the Grimsby fishermen, as general treasurer, it is evident that the case of the fishermen is in good hands, and that their interests will be well looked after. Of course, these officials do not under-rate their difficulties. They know that this Federation of fishermen will not be accomplished without much hard work and self-sacrifice. But they know equally well that there is nothing can save them from sweating and oppression by employers but combination. Unfortunately for the scheme of Federation, fishermen are scattered over a large area, and consequently it will entail considerable expense. But to know your difficulties is to half overcome them, and forwarned forearmed the Federation will push onward, and, backed up by SEAFARING and a conscientious trust in right, will endeavour to obtain a brighter future for the fishermen of the British Isles.

R. M.

## CREWS' SCALE OF PROVISIONS.

There is, unfortunately, considerable misconception as to the state of the law regarding the scale of provisions to be served out to the crews of ships in the British Mercantile Marine. It is right that it should be generally known that there is absolutely no stipulation whatever in the Shipping Acts as to the nature or description of the food scales to be served out on any description of voyage. Whilst there are statutory obligations regarding the issue of lime or lemon-juice in particular latitudes, legislation has left the food question, and the quantity of each article to be allowed, as matters to be settled between the master and the crew before the articles of agreement are signed. Some have considered that the legislature, when dealing with the measure which subsequently became known as the Merchant Shipping Act, 1854, performed its labours very inefficiently when that voluminous enactment merely provided that the articles of agreement should contain, among other things, "a scale of the provisions which are to be furnished to each seaman." No scale was then framed or submitted to Parliament. Even the modest requirement of the statute is not complied with in these days in the case of steamers on "six months or running agreements," where the crew are signed at weekly rates of wages, and instead of a scale being inserted "the crew agree to find their own provisions." As long as this arrangement is acceptable to both parties, its propriety need not, however, be questioned. The nautical ears the scale now usually inserted in the articles has become as familiar as household words. It provides for an allowance of a pound of bread per man daily, one and a-half pounds of beef, and one and a-quarter pounds of pork on alternate days, with an allowance of tea equal to one ounce, three and a-half ounces of coffee, and a pound of sugar weekly. Practically this scale may be regarded as obsolete, for though it duly makes its appearance in the agreement, it has happily ceased to govern the amount served out to seamen in most fairly-found ships. Besides being inadequate it acts injuriously when applied to scantily provisioned ships, as can be observed when disputes arise as to the sufficiency of the allowance. This is especially the case with vessels where the master is permitted by his owner to contract for the supply of the provisions at a fixed price for each seaman. In the case of a dispute arising the master has always the scale to assist him in his niggard treatment of the crew, and the making of a nice profit for himself. This baneful system, now so common with

owners, of allowing the master "to find the ship," as it is termed, is much to be deprecated in the interests of their crews. There are many masters of ships, unfortunately, who cannot get rid of sordid and selfish motives. So with a master finding the provisions, he buys in days of keen competition between ship store merchants, receives a liberal discount on his order, and is naturally tempted to add to his earnings by taking the cheapest articles, and generally obtains stores insufficient in quantity and inferior in quality. There is no margin left to meet the contingency of a voyage which may be prolonged by accident or otherwise. As it is only he who wears the boot can feel its pinch, so it is the crew who have to suffer to gratify the cupidity of the master, and the culpable negligence or carelessness of the owner. No doubt the law provides compensation for short allowance, but this award is necessarily based on a deficiency from the customary scale set out in the agreement. If a seaman thinks the food scale insufficient or unsuitable on hearing the agreement read, of course he need not sign, and we are aware that when he does sign the agreement, he is bound by its terms, and cannot afterwards raise objections to the scale. But as everyone acquainted with the calling and position of seamen this is of little use. Were a seaman to cavil at the scale of provisions when read, the master would quickly tell him to stand aside, refuse him a berth, and ship another hand. Individually, a seaman can do but little; united with his brethren he can soon obtain justice. We suggest that the Union should prepare another and more liberal food scale adapted to the various trades, and based upon that supplied in the best class of ships. This scale should be submitted to the shipowners, and after obtaining their approval, should supersede the present unsatisfactory scale in the articles of agreement. The practice of owners abrogating their primary duty of studying the well being and personal comfort of their crews, and permitting the master to find their ships with provisions, is well known to cause much discomfort and discontent in the fore-castle, and demands an emphatic protest. The master is made to assume the rôle of the middle-man in his worst type, and we trust we shall have the support of all humane shareholders and others interested in shipping, in unceasingly condemning and protesting against his assumption of that character. It must be obvious that it is in the mutual interest of owners and seamen to have a sufficiency of good food provided on board ship, without which there cannot be willing and contented workers, nor, as a necessary sequence, prosperous and successful voyages.

## THE AUSTRALIAN STRIKE.

### SEAMEN'S UNION VOTES MORE MONEY.

#### 1,900 SPECIAL CONSTABLES SWORN IN.

From the latest telegrams from Melbourne and Sydney, the shipping strike in Australia does not appear to have assumed any fresh or notable phase. A conference of employers of labour will be held in Sydney city on the 9th inst. One thousand special constables have been sworn in there.

The various steamship Companies at Melbourne are gradually resuming the coastal and colonial services by the employment of non-Unionist men, while the supply of labour at the wharves is increasing. The officers and crews of the Northern Steamship Company of New Zealand have struck work in consequence of their employers having rendered assistance to the Union Steamship Company of New Zealand. A private telegram received from New Zealand states that the Union Steamship Company of New Zealand have 12 of their steamers running with non-Unionist crews, and they have every prospect that the whole service will be resumed very shortly.

The following is a copy of a cablegram received from the chairman of the Shipowners' Association at Melbourne, by the president of the Shipping Federation in London:—"Hearty thanks for your cordial support. Powerful combination here. A conference is to be held next week. Opinion of the public with us. We are fighting for the same principle as you."

The strike has been quiet at Melbourne pending the important gathering of employers at Sydney on Tuesday to consider the invitation of the strikers, who are pressing for a conference. The gas difficulty is overcome for the present, and the ships are being loaded by "freemen." The Broken Hill stoppage has thrown 5,000 men and £15,000,000 of capital out of work. Other stoppages will occur shortly from lack of fuel. Mr. Champion, in a moderate manifesto, advises the marine officers to withdraw from the Affiliated Unions and return to their ships on the old terms while the employers consider their grievances. He reproves vexatious boycotting, and advises that the gas-stokers be ordered back to work without the dismissal of a freeman named Hancock. The leading employers among those whose men have struck, are much better prepared than the strikers imagined. It is admitted that public opinion and the Press are against the strike, and it is advised that mass meetings should be held everywhere to explain the case. The Victorian Assembly is denounced as brutal and unsympathetic.

At a great Unionist meeting at Sydney on Sept. 6, the speakers urged the acceptance of a compromise, and complained of the employers for delaying the conference with the strikers.

In response to the renewed suggestions of the Trades Hall that the employers should hold a conference with the men on strike, the masters (says a Melbourne telegram dated Sept. 8) have declared themselves unable to entertain the proposal. The Broken Hill Unions have called out all branches of employers in the mines, including the enginemen. Altogether 9,000 men are out at Broken Hill.

The Green's Home Branch of the Seamen's and Firemen's Union have voted a sum of £100 to the Australian Strike Fund. This sum is distinct from the sum of £1,000 voted by the executive of the Union.

The Union of the Liverpool Dock Labourers' Society have voted £1,000 to the assistance of the Australian strikers. The amount was cabled on Saturday.

The Secretary of the Employers' Union of Australia has telegraphed to this country a long statement setting forth some of the chief points in their view of the present situation of affairs in the labour dispute. He points out that the greater portion of the contributions sent to the London Dockers' Fund last year actually came from the employers and from great commercial institutions, and they were sent solely to relieve distress. The Labour Council was in rely used as a channel for transmitting these funds, and the gifts did not emanate from, nor were they principally contributed by, the labour party. The present strike originated in the officers of the Labour Unions insisting upon the complete affiliation of the various labour organisations, a step which was calculated to intimidate the employers. The various classes of workmen who have joined the strike are as follows:—Sailors, firemen, trimmers, cooks, stewards, gas stokers, wharfmen, and coal miners. The average wages earned by sailors, including money made by overtime work, amount to ten pounds per month, firemen make nine pounds per

month, trimmers seven pounds, cooks ten pounds, stewards nine pounds, besides having all requisites for their work provided free. Gas stokers earn seventy shillings a week. Wharfmen are paid ten shillings for eight hours' work and fifty per cent. more than that for overtime. Coal lumpers who are paid by piecework receive two shillings an hour, and when permanently employed receive an advance of fifty per cent. upon that sum for all overtime work. All other trades are equally liberally paid. In conclusion, the secretary says the employers only demand freedom to employ free men without restriction or dictation from the Unions. All workers who are not members of the Union, and who are willing to accept employ at the present time, are rigorously boycotted by members of the Unions.

The following telegram from the secretary of the Australian Employers' Union was received in London from Melbourne on Wednesday:—"It is currently reported that the workmen's Unions are financially embarrassed and cannot continue the struggle much longer, owing to mismanagement or some other cause more serious. They feel very anxious about hastening a settlement. It is believed that the continuance of the struggle would show an embarrassing position, which would cause serious disputes among them. The employers are developing increased power. The general opinion is that the matter will be settled, not by arbitration, but by the Unionists recommencing work individually. Public opinion is unanimously favourable to the shipowners, who have received liberal subscriptions."

The following telegram has been received from the secretary of the Australasian United Steam Navigation Company, dated Brisbane, 6th inst.:—"We are despatching steamers three times a week, Sydney; plenty of coal obtainable here; light steamers running with non-Unionist firemen."

Delegates left Melbourne on Sept. 9 to attend a conference of labour representatives at Sydney. There was still no prospect of a conference between the men and the employers. Work is increasing at the wharves. Altogether 1,900 special constables have been sworn in at Melbourne. The action of the Broken Hill Companies in closing their mines is being much canvassed at Broken Hill, many persons being of opinion that the action was needless.

The conference of employers held at Sydney on Tuesday, Sept. 9, was (Reuters says) fully representative. It is understood that the meeting did not discuss the terms of a settlement with the men on strike, but the question of future relations, with a view to all employers of labour cementing their forces.

A meeting of the Australian Strike Fund Council was held on Tuesday night at the Great Assembly Hall, Mile End-road, under the presidency of Mr. Tom Mann (Dockers' Union). He said that the Seamen's and Firemen's Union had voted about £1,000, which had been transmitted as follows:—£400 to Sydney, £400 Brisbane, and £400 to Melbourne. The Lightermen's Union had forwarded £100, Gas Workers' £1,000 and a special weekly levy of 6d.; Coal Porters some hundreds; Stick and Cane Dressers, £55s. (second donation); while the Society of Compositors had recommended a ballot of the trade with a view of voting £500. That, with the £1,000 already cabled by the dockers, and the £400 already sent in with subscription list, made up a good sum to work on. From what he could see by the papers the strike did not show up in a favourable light, while the inquiries he had made at various big shipping offices proved to him that there was a chance of the Australian strikers being beaten. Many of the employers, however, said that the work was being done and the boats loaded by non-Union men. Such being the case, it was the duty of the dockers and English Trade Unionists to support the strikers. The whole of the despatches that had been received from Australia showed that the Government, and even the public, were against the men, and he was sorry to see that want of sympathy. They had decided to hold five meetings in London in order to work up public sympathy. He moved that the following cablegram be forwarded to Mr. T. Murphy, Trades Hall, Melbourne, "Strike Committee want news." When that reply was received, if thought necessary, it could be placarded and distributed in circulars throughout the country. The Committee shortly afterwards adjourned.

The conference of employers which met at Sydney Sept. 9, has unanimously passed a resolution condemning boycotting and upholding freedom of contract. A committee was appointed to prepare a manifesto, and the conference then adjourned until Sept. 11. The proceedings at to-day's meeting were private. It is expected that the labour conference to be held here to-morrow will discuss the basis on which to approach the employers with a view to a settlement.

Twenty-four seamen have been arrested at Melbourne, owing to their refusing to work with non-Union men. It is stated that several of the gas stokers on strike are applying to be re-employed. Several officers employed on Queensland vessels have intimated their willingness to return to their duties. The coastal traffic is increasing.

Many of the shore hands are resuming work, and the strike is partially collapsing as far as New Zealand is concerned. Several men have been dismissed by the New Zealand Railway authorities for inciting their comrades to refuse to do duty.

The United Labour Council of the Port of London have since Monday received additional subscriptions for the Australian strikers. They include the following:—Amalgamated Society of Watermen and Lightermen, £100; Shipwrights' Provident Union of the Port of London, £500; Co-operative Lighterage Association Employees, £1 14s. (weekly donation); Alderman Phillips, 10s.; total, £802 4s. This sum, with the amount reported on Monday, makes the subscription up to the present £891 18s. Weekly donations have been promised by the stevedores and the coal-porters.

### SPLIT AMONG SHIPOWNERS.

The movement for a federation of the shipping interests of the United Kingdom, apart from the Chamber of Shipping, it is said, progresses favourably.

The *Liverpool Journal of Commerce*, however, lectures the shipowners in the following terms:—"We are in a position to state that there is not that unanimity nor that flocking to the standard by the shipowners of the country which was expected and which we hoped to see. We hear that many of the most prominent shipowners of Liverpool have so far not seen their way to assist at the functions carried on in secret at the Chamber of Shipping in London. Judging from the list of names published by a contemporary, we see that, while the interests represented are large and fairly inclusive, yet we miss from the list the names of certain well-known authorities in shipping."

**PIER EXTENSION WORKS AT SOUTHAMPTON.**—The Special and General Works Committee of the Southampton Harbour Board have accepted the lowest tender—that of Mr. H. Sanders, a local contractor, at £24,142—for the construction of the pier extension works. The highest tender was that of Messrs. Mowlem & Co., Westminster, for £33,232.

**CHAPTER OF ACCIDENTS ON SHIPBOARD.**—A series of casualties have, according to information, occurred aboard the screw steamer *James Barriss*, of North Shields. The vessel left the Tyne, and during the passage the boatswain, named Harkness, while hauling an awning, tight fell overboard and was drowned. The deceased belonged to Shetland. A fireman who was shipped in place of another fireman named Walls, belonging to North Shields, died after being two days shipped. Another man who was shipped in place of the boatswain drowned, fell from aloft, fracturing his ribs and being otherwise injured.

**HOW UNIONISTS HELP EACH OTHER.**—A strike of dock labourers at the Barry Riggers and Boatmen's Union was held at Barry Dock on Sept. 6, Mr. Sidney Davies, the president, being in the chair. The meeting was at times simply uproarious. Nearly two hours was devoted to considering a rule as to whether the contractors (who are members of the Association) should negotiate with owners of vessels in reference to the boating of vessels into dock. Several of the men stated that they were now earning only starvation wages, and in a good many cases no wage at all, owing to the action of the contractors, who, they alleged, canvassed the owners, employed men to do the work, and simply walked about smoking cigars themselves. After the meeting had lasted considerably over three hours, an adjournment took place amid the greatest confusion, no decision being arrived at.

**BARRY BOATMEN AND THEIR EMPLOYERS.**—A crowded meeting of the Barry Riggers and Boatmen's Union was held at Barry Dock on Sept. 6, Mr. Sidney Davies, the president, being in the chair. The meeting was at times simply uproarious. Nearly two hours was devoted to considering a rule as to whether the contractors (who are members of the Association) should negotiate with owners of vessels in reference to the boating of vessels into dock. Several of the men stated that they were now earning only starvation wages, and in a good many cases no wage at all, owing to the action of the contractors, who, they alleged, canvassed the owners, employed men to do the work, and simply walked about smoking cigars themselves. After the meeting had lasted considerably over three hours, an adjournment took place amid the greatest confusion, no decision being arrived at.



## TRADE UNION CONGRESS.

## IMPORTANT DISCUSSIONS ON SEAFARING TOPICS.

The greater part of the proceedings of the Congress up to and inclusive of Thursday last were reported in last week's SEAFARING. The following, however, is a fuller report of the discussions which were proceeding on Thursday at the time we were preparing for press:—

## THURSDAY'S PROCEEDINGS (CONCLUDED).

## FOREIGN LABOUR IN ENGLISH PORTS.

Mr. H. Quelch (London) moved "That this Congress condemn the practice of foreign crews working with ship workers in loading and discharging cargo as not being tolerated on the part of English crews in foreign ports, and as being unjust as well as dangerous to the livelihood employed at this work." He remarked that the resolution did not aim against foreign labour at all. As workmen they were internationalists, but what they did object to was the foreign men playing the part of blackleg, and inexperienced men being employed in the work to the peril of their fellow workmen.

Mr. J. Collins (London) seconded the motion, which was agreed to unanimously.

## SEAMEN'S CASES.

Captain Luccock moved—"That the Parliamentary Committee be instructed to draft a Bill prohibiting shipowning magistrates and magistrates interested in shipping from adjudicating upon cases wherein a seaman may be concerned in the alleged breach of any section or sub-section of the Merchant Shipping Act."

Mr. Boyd (Glasgow) seconded the motion, which was at once agreed to.

## TRADE UNIONISTS AND LIBEL.

Mr. W. Marston moved, "That in view of the verdict against Mr. John Judge at the recent Yorkshire Assizes, in the action for slander 'Andrews v. Judge,' it be an instruction from the Congress to the Parliamentary Committee to obtain the best legal opinion upon the laws affecting Trade Union officials in any action they may take against those persons whom the members and officers of the Union consider do not conform to the rules of the trade, and circulate such opinions and any advice the Committee may think proper to give amongst the Trade Societies of the country."

Mr. B. Turner seconded the motion.

An amendment urging the Parliamentary Committee to use its influence to obtain a satisfactory amendment of the law of libel was accepted by the mover, and the amended resolution was declared carried unanimously.

## THE EIGHT HOURS QUESTION.

Then came a debate which (to quote the *Daily News* correspondent at the Congress) was "perhaps the most momentous in the history of Trade Unionism. The largest Congress of labour representatives ever assembled decided by a majority of 38-193 against 155—in favour of the Parliamentary enactment of the eight hours day. Whatever may be thought of the wisdom of this decision the debate which preceded it thoroughly redeemed the character of this working man's Parliament, and was in every way well worthy of English working men. For order, for eloquence, for debating power, and for manly good temper this discussion entitles the delegates of our working classes to every respect." It was moved by Mr. Marks (London), and seconded by Mr. A. Matthews: "That in the opinion of this Congress the time has arrived when steps should be taken to

## REDUCE THE WORKING HOURS

in all trades to eight per day, or a maximum of forty-eight hours per week; and while recognising the power and influence of the trade organisations, it is of opinion that the speediest and best method to obtain this reduction for the workers generally is by Parliamentary enactment. This Congress therefore instructs the Parliamentary Committee to take immediate steps for the furtherance of this object." The Congress was now in a condition of well-restrained but intense excitement. The galleries were closely packed and the atmosphere of the place was very trying. It was felt that

## GREAT FIGHT OF THE CONGRESS.

the battle between the old and the new, was about to commence. Mr. Marks arose amid ringing cheers, and in a powerful and eloquent speech,

which, by the revised standing order, was confined to ten minutes, stated his case. They were all, he assumed, for reduction of working hours. The question was how was that to be brought about? There were two ways. It might be done piecemeal or it might be done by the united action of all sections of workers through Parliament. He thought if they tried piecemeal they would not get it at all, because in times of depression there would be back-sliding. He advocated

## PARLIAMENTARY ACTION.

and by Parliamentary action he meant their own action through Parliament. It was not enough to come there and move resolutions; they had weapons that their fathers knew nothing about, and they must stand shoulder to shoulder, and send their own representatives to Parliament. A stronger and a more certain power than Trade Unionism was necessary. The speech was brief, animated, and telling, and on the other side Mr. Peterson, a miner from Durham, gave the most forcible and vigorous opposition to the proposal. His quaint North-country brogue and effective illustrations of what they in the North had done by themselves, constituted an admirable reply to opener and second, and in an eloquent and vehement close to a five minutes' speech he appealed to

## THE NEW UNIONISM

to stand by the old, and he pledged himself that his people would stand by them in getting what they wanted for themselves. He sat down amid uproarious applause and a wild competition for the next turn, scores of delegates in all parts of the hall springing to their feet and appealing to the president. The uproar was tremendous for a moment, but the instant the president named the next speaker silence was restored, and dashing, pithy, pointed, and most eloquent speeches were made on both sides at the rate of nine or ten an hour until, between three and four o'clock, in the midst of a wild contention for the president's eye, there suddenly rose the cry of "A lady! Silence for the lady!" Miss Whyte was again seen on her feet. With a gallantry that could not have been exceeded at Westminster, if such a phenomenon can be conceived, the whole Congress at once subsided into respectful silence, and Miss Whyte was allowed to make a very quiet and modest little speech in opposition to Parliamentary interference. After the adjournment Mr. Abraham, M.P., was among the subsequent speakers, and Mr. Fenwick, both of whom aroused great enthusiasm. One of the most eloquent and able speeches of the Congress was by Mr. Threlfall, of Southport, who contended that

## ECONOMIC FORCES

were making Parliamentary action inevitable. Mr. John Burns reserved himself till towards the close of the discussion, when he arose amid what seemed a disinclination on the part of a good many of the delegates to hear him. Mr. John Burns, however, is not a man whom it is easy to refuse a hearing to. He quietly stood till the hubbub had subsided, and then made a Boernerian speech, which, however it might stand quiet examination, undoubtedly had a powerful effect. It was, in fact, the climax of a decidedly exciting and remarkable debate, and shortly after a division was taken on an amendment of Mr. Peterson's practically antagonistic to the original proposition. There was

## INTENSE EXCITEMENT

both on the floor of the hall and in the densely-packed galleries, and when the president announced the numbers, with a majority of eight only against the amendment, there was an outburst on both sides, though the old Unionists were evidently disappointed. Some of them tried to move another amendment, but this the president would not allow, and the original resolution was put. When the majority of 38 was declared in its favour the wildest excitement prevailed. Delegates stood on their chairs and waved their hats and pocket handkerchiefs.

## BREATHING SPACE FOR SAILORS.

Mr. John H. Wilson (London) moved a resolution instructing the Parliamentary Committee to take steps for the amendment of the Merchant Shipping Acts in the direction of enforcing an air space of 150 cubic feet per seaman on board ships instead of the 72 feet at present required. He said in Her Majesty's gaols the robber and the felon were allowed 350 cubic feet of air each, whereas the small allowance to the sailor and fireman was not only insufficient in itself but contaminated by oil and paint stores usually in the vicinity.

Mr. Butcher (Hull) seconded the motion, saying that although in modern types of ships there had been marked improvement in the accommodation for the men, there were still hundreds of cases where sailors and firemen were

## HERDED TOGETHER LIKE DOGS

or worse.

The resolution was unanimously agreed to. The Congress subsequently adjourned. In the evening the delegates were entertained at tea, and a reception at the Liverpool Reform Club, under the presidency of Colonel Macfie, the chairman of the club.

## FRIDAY'S PROCEEDINGS.

## THE EIGHT HOURS DEBATE.

The proceedings opened with an attempt on the part of some of the Northumberland and Durham miners to get an official inquiry as to who voted in the division on the eight hours question, how they voted, and how many members of Trade Unions they represented; the assumption being apparently that such an inquiry would show that the advocates of a Parliamentary eight hours day were not after all really indicative of a preponderance of Trade Union opinion. The proposal was put to the meeting and lost. The "House" at this time was thinner than it had been any day during the week, and it was understood that the reason for this was that a good deal of outside discussion and canvassing was going on over the day's election of the Parliamentary Committee and secretary. The auditors now came forward with a very satisfactory financial statement, showing that whereas last year the Parliamentary Committee had at the commencement a balance of about £10, they had this year nearly £400. The president now called on Mr. Austin, of the Amalgamated Society of Engineers, to propose a

## VOTE OF THANKS TO MR. BROADHURST.

who was retiring from the secretaryship after fifteen years' service. This was done in cordial and appreciative terms; "honest, upright, and consistent," was Mr. Austin's eulogy, and Mr. Jenkins, of Cardiff, seconded the vote of thanks, which was supported by Mr. Ben Tillet, of London, who, as a "youngster," as he is fond of terming himself, seemed rather to bewail the fact that Mr. Broadhurst was hardly so advanced as some of the rest of them, but nevertheless spoke of him in warm and highly appreciative terms.

The ex-secretary on coming forward was received with a

## DEMONSTRATION OF KINDLY FEELING.

which evidently moved him deeply. A large portion of those present rose and waved hats and handkerchiefs, and repeated the old refrain again and again. Mr. Broadhurst, in a voice broken and tremulous with emotion, thanked them for their kindness, and dwelt on the difficulties and animosities through which he had passed. He had given them his life, he said, and if he had not worked so hard his health might have been spared longer.

## DECK LOADING OF VESSELS

was the next subject, and the necessity for legislation "was (the *Daily News* correspondent says) very ably urged by Mr. J. H. Wilson. As a sailor, Mr. Wilson talked well upon what he thoroughly understood, and made an excellent and most convincing speech, characterised by great moderation and good sense. He was ably seconded by a man who had served in cattle ships, as indeed Wilson had himself done."

Mr. Wilson moved: "That it be an instruction to the Parliamentary Committee to support the Merchant Shipping Act (No. 2) Bill, prohibiting deck loading, and also regulating the carrying of cattle on board ships, which Bill was introduced at the end of last Session of Parliament." The resolution, he said, was a very important one, affecting not only the sailors and firemen, but the whole community. Mr. Samuel Plimsoll had written a book dealing with the

## CARRYING OF LIVE CATTLE

across the Atlantic, and he believed Mr. Plimsoll had proved his case up to the hilt, viz., that the way in which live cattle were carried across the Atlantic was a danger to the life of those employed on board cattle ships. Many lives had already been lost in consequence of the present system. He would not go quite so far as Mr. Plimsoll, and totally prohibit the carrying of cattle from the United States, because he had an opinion from practical experience that vessels could be constructed and fitted up in such a way as to make it safe for cattle to be carried from the United States to this country. He was pleased to say that Mr. Plimsoll agreed with that view now. On the previous day they had an opportunity, on the invitation of a shipowner, of visiting a vessel lying in the Mersey that had been specially constructed for the cattle trade, and from what they saw on board that ship they were perfectly satisfied that

if the Government would pass laws regulating the carrying of live cattle to this country, it could be done with safety. At present the trade was carried on in a

## SHAMEFUL

way. He had seen 500 cattle put into the hold of a vessel in which there were only two small ventilators. The result was that after the cattle had been there for a few hours many of them died from want of air. The provision made on board these ships for feeding the cattle was of the worst description. He had known cattle being five days without food or water. The erections on board these vessels were of such a flimsy nature that if a gale was encountered they came down, the cattle were thrown into a heap, and the ship foundered with all hands. As to the deck loading of timber, he said that at the present time if anyone met one of these timber ships at sea they would take it for a timber stack gone adrift, with a funnel in the middle. He hoped that if a Bill on the subject was drafted, every delegate would insist that his Parliamentary representative, whether Liberal or Tory, would support it. There would be tremendous opposition from the shipowning community. If ever there was a Shipping Bill in the interest of the men, the

## SHIPOWNERS SET UP A HOWL

of indignation about interference with the trade and commerce of the country. They always put the trade and commerce of the country before the lives of the men.

Mr. J. D. Boyd seconded. The sympathies of the Congress, he was sure would be with him when he stated that if deck loading were abolished it would mean a saving of at least 5 per cent. of the life lost at sea. He had served on board a cattle ship. On the other side of the Atlantic the cattle stalls were let out to contract, and the work done at the lowest possible figure. The erections were flimsy in every respect, and the result was that

## WHEN THE SHIP GOT OUT TO SEA

and such a broad surface was exposed to the wind, in a good many instances the vessel went on her beam ends, the cattle were thrown into confusion and killed, and the men were either killed or maimed. He held that instead of damaging trade the abolition of deck loading would, from a Trade Union point of view, be an advantage, as it would provide work for a number of men at present idle, while they would do away with the cruel ill-treatment of the cattle, and would save 5 per cent. of the life lost at sea.

The resolution was carried unanimously.

## SHIP CARPENTERS AND JOINERS.

The relations of ship carpenters and joiners were considered, upon a motion by Mr. John Cartmel, seconded by Mr. Bradley, declaring the desirability of arranging the disputes between the two bodies of workmen named in a friendly manner becoming Trade Unionists. To this end the resolution recommended the reference of disputes to some bodies of practical men appointed by the Trade Council of the town concerned.

Mr. Wilkie (shipwright, Glasgow) moved an amendment recommending that the differences should be referred to arbitration, with an umpire whose award must be accepted. He spoke of a case, of which four had occurred, and criticised the action of the ship joiners, who had refused to accept the award of the umpire. The ship carpenters were anxious that the eighth principle of arbitration should not be thrown overboard, but the ship joiners would not concur.

Mr. Mosses (Glasgow) seconded the amendment, and said in the case mentioned both parties signed an agreement to be bound by the award, but the joiners stultified themselves by refusing to carry out the agreement, although the arbitrator was a person of unimpeachable character, who possessed the confidence of all the workers on the Tyne.

The amendment was carried.

## PICKETING.

A resolution was submitted requesting the Parliamentary Committee to take steps to have the Conspiracy Act, 1875, more clearly defined as to picketing.

Mr. Green (Glasgow) moved as an amendment that the Committee be instructed to take steps to have Clause No. 7 of the Act repealed. He said at present Clause 8 made picketing legal, Clause 7 made it illegal, and until the latter clause was repealed there would be no satisfactory definition of picketing.

Mr. Shaw (Sheffield) seconded the amendment, which was adopted by the mover of the resolution, and agreed to.

## NEXT CONGRESS AT NEWCASTLE.

The chairman said the Congress might now proceed to the consideration of the next place of meeting. Invitations were offered by Glasgow, Newcastle-on-Tyne, Sheffield, and Leeds, and speeches were made by delegates from each town, cordially endorsing the invitation. On a vote being taken the numbers were:—Glasgow, 155 votes; Leeds, 45; Newcastle, 112; Sheffield, 65. The vote was then taken as between Glasgow and Newcastle, when the votes were:—For Newcastle, 195; for Glasgow, 186.

The Congress of 1891 will accordingly meet at Newcastle.

## THE CHARGE OF VESSELS AT SEA.

Captain Luccock moved: "That it be an instruction to the Parliamentary Committee to draft a Bill to be submitted to Parliament, providing that all persons—officers or otherwise—who may at any time be called upon to take charge of any vessel or vessels shall hold a certificate of competency or service from the Board of Trade, which shall only be obtained by examination, and that none other than a certificated man shall be in charge of any watch, ship, or steamer at sea." As representing a body of 50,000 certificated officers, he wanted to know how it was that men were allowed to race about the seas until their competency had been tested. There were running about on the German Ocean good men—some of them clever men—but they had never been examined by the Board of Trade.

Captain Lee (Sunderland) seconded.

Mr. A. Friend (Bristol) moved an amendment that the first part of the resolution should only apply to vessels engaged in foreign trading, and that the second part should refer to vessels so engaged over a burden tonnage of 400.

Mr. Kenny (Birkenhead) seconded. The amendment was lost, and the motion carried, 33 voting for the latter and 17 for the former.

## SYMPATHY WITH MERSEY WATERMEN.

Mr. Moffatt moved: "That this Congress express its sympathy with the members of the Upper Mersey Watermen and Porters' Association, and promises them all the material support in their power, as they are fighting the battle of labour against capital." He explained that the watermen, numbering 1,700, belonging to Manchester, Ellesmere Port, Runcorn, Liverpool, Bursough, and Blackburn, and were employed on the various canals in these neighbourhoods. They were at present working 90 hours a week at an average rate of wages which was something like 3d. per hour. They were at present on strike for better terms, and would be glad of any help that could be extended to them.

Mr. B. Tillett said he would like the Congress to use its influence to help these men, because he thought they had a special grievance. They were treated as if their labour was not worth a penny, and

## THEIR UNION WAS NOT RECOGNISED

in any way. When their officials sought a conference they were shown the door, and a general insult given to both themselves and their principles. If they passed the resolution it would be forwarding the principles of Trade Unionism, and would be giving help to a deserving body of men, and they should help all Unions, whether large or small, where that principle was involved. (Applause.)

A delegate said he would move that the word "labour" should be displaced by the words "Trade Unionism," as he did not believe any battle was a battle of labour against capital.

The amendment was agreed to, and the resolution as altered was adopted.

## EXAMINATION OF WATERMEN.

Mr. Lockhard moved: "That, in the opinion of this Congress, the time has arrived when watermen in charge of small vessels or lighters on the various rivers and harbours in the United Kingdom shall pass an examination as to their practical fitness for such a duty, believing that such a course would tend to prevent many accidents or disasters that now occur owing to the incompetent persons employed." A deputation had waited upon Sir Michael Hicks-Beach, and they were told by him that owners of craft had a right to put whom they liked on board their craft. He believed, however, that the Congress would think otherwise. He could give them many instances of accidents happening through incompetent men being placed in charge of these. A little while ago a Woodside ferry passenger steamer was run into by one of these flats, and sank as far as the bottom would allow her. At the time she was on the bank just above the stage, and the passengers were got off, but it she had sunk in deep water, something like 500 or

600 passengers might have lost their lives. There was no use putting

## A COMPETENT MAN

on the bridge and another into the engine-room unless there were competent men all round them. It was like a weak link in a strong chain. They knew there were men in charge of craft on their rivers who were not fit to take charge. There were some who did not know the one end of the river from the other in the dark—one actually putting his red light up the wrong way. (Laughter.) Little account was taken of these craft, but he could name scores any one of which could knock in the side of the finest craft that sailed out of the Mersey.

Mr. J. H. Wilson seconded, following upon similar lines of argument, and the resolution was unanimously carried.

## ELECTION OF SECRETARY AND COMMITTEE.

Mr. Fenwick, M.P., was elected secretary to the Parliamentary Committee of the Congress in the place of Mr. H. Broadhurst, M.P. Messrs. Shipton and Threlfall, the other candidates nominated, ranking next to him respectively in the voting.

Mr. Fenwick, on presenting himself to acknowledge his election, was very cordially received on all hands. He regretted that any necessity should have arisen to elect a successor to Mr. Broadhurst, to whose character and abilities he paid a high tribute. He hoped that at the termination of his own period of office he might have as fair a record.

For the Parliamentary Committee the voting was as follows: J. H. Wilson (Sailors and Firemen), 237; T. Birtwistle (Weavers), 215; J. Mawdsley (Cotton Spinners), 185; B. Pickard, M.P. (Miners), 171; J. Wilson, M.P. (Miners), 148; E. Hanford (Railway Servants), 130; W. Matkin (Carpenters), 140; J. M. Jack (Iron Moulders), 126; J. D. Kelly (Lithographers), 120; W. Inskip (Boot Operatives), 111; S. Atley (Sheffield Trade Council), 110. Diminishing votes were given for the other candidates, fifteen in number.

## IMPORTATION OF FOREIGN LABOUR.

Mr. McCarty moved as an instruction to the Parliamentary Committee: "That it was expedient to pass a law prohibiting employers of labour or others, under pain of imprisonment, to contract for labour outside the United Kingdom." He explained that the resolution was intended in no sense as antagonistic to foreign workmen willing to come into this country and work the same hours and for the same wages as the British workman, but he objected to being handicapped by the importation of men who worked at starvation wages, and who dragged down British workers side by side with themselves. Such tactics had been attempted in the London Dock Strike. It was endeavoured to bring over 6,000 Belgian workmen, but that attempt was foiled by their friend John Burns—(cheers.) The resolution would also put a stop to those

## RASCALLY SHIPOWNERS

who manned British ships with men to whom the words of command had absolutely to be translated, a practice which led to loss of life at sea.

Mr. Hammel (London) seconded the resolution, which was agreed to.

The Congress afterwards adjourned.

In the evening the Liverpool Trade Council entertained the Congress delegates and friends to dinner at St. George's Hall, when about 900 sat down. Mr. Leters, chairman of the Trade Council, presided.

## CLOSING DAY OF THE CONGRESS.

The Congress came to an end between twelve and one o'clock on Saturday, and there were probably few who had taken part in it who were not very well pleased to hear the president declare it closed. Like all the preceding meetings Saturday's was

## STORMY AND TEMPESTUOUS.

Comparatively speaking it was scantily attended. Throughout the hall many seats were vacant. Many of the delegates had come from very long distances, and were anxious to get home before Sunday. Nevertheless upwards of twenty resolutions were submitted to more or less discussion and voted on, in addition to votes of thanks and other formal business incidental to the closing scenes. The Registration of Plumbers, Amendment of Factory Laws, Lighting and Ventilating Underground Workshops, Merchandise Marks, were the earlier topics hurried through, and then came a very

## LIVELY SCENE

over the proposal that Mr. Birtwistle, a member of the Parliamentary Committee just elected, should be allowed to make a statement from the platform about the previous day's proceedings. The show of hands was in favour of hearing him, and the



delegate from the Lancashire weavers came forward to declare his inability conscientiously to retain his position on the Committee to which they had elected him, and which they had pledged to an Eight Hours Bill for men, women, and children, whether they wanted it or not. This called forth a storm of "Hear, hears," and "No, noes," and the uproar was increased when Mr. Birtwistle went on to tell them that another reason for his withdrawal was that in their deliberations during the week many of them had broken through all law and order. Many of those present hotly resented this, while others cheered right lustily. Mr. Birtwistle was

#### BORNE OFF BY THE TEMPEST

he had raised, and then Mr. Slatter, who among the candidates for election had stood highest among the unelect, came forward to decline to occupy the post to which he considered himself entitled by the vote of the preceding day. If the Congress had adhered to their standing orders, and declined to permit two of a trade on the Parliamentary Committee, he would have been among the chosen members. The Congress having ruled him out when he had been constitutionally elected, he wouldn't now serve on their Committee. Mr. John Burns stood next on the list. The president announced his position, and Mr. Burns, amid much uproar, declared that he accepted the position, and would work hard.

#### BLACKLEGS AND STRIKES.

Mr. Ben Tillett moved the following: "Recognising that no Trade Union can be sure of success in its action unless free from blacklegs taking the places of Unionist strikers, and knowing that a large proportion of blacklegs came from agricultural districts, owing to bad pay and disorganised conditions, resolved: that the Parliamentary Committee at once take steps to organise the agricultural labourers."

Mr. Johnson (London Dockers) seconded the motion.

Mr. Beale (Maidstone) moved as an amendment: "That this Congress, recognising the importance of organising agricultural labourers, urges upon the Trade Councils located in agricultural districts to use their best efforts to organise that class of workmen."

Mr. Davis (Manchester) seconded the amendment, and on a division the amendment was carried by 98 against 33.

Some extension of the Truck Act was now proposed, such as would render it illegal to make

#### DEDUCTIONS FROM WAGES

for materials required in work, such as needles and thread, or stoppages for cleaning workshops, for hot water, and other such impositions, of which the Congress had previously had some startling statements. At this point the Standing Orders Committee came forward to propose that the time for speeches should be further curtailed; and many matters of momentous importance, such as the inspection of mines, the provision of proper facilities of ingress and egress, the federation of trades, and so forth, were introduced in speeches of three minutes' duration. As the morning wore on the Congress got thinner and thinner, and the business was rushed through till the last item on the agenda was reached, namely:—

#### ANOTHER SAILORS' GRIEVANCE.

Mr. E. Brennan moved—"That this Congress is of opinion that the Merchant Shipping Act should be so amended as to make it illegal for sailors to discharge the cargo from the vessels they navigate. He said that when sailors after their arduous duties in navigating vessels over sea arrive in port, their labours should be done. The work of discharging cargo should be left to landmen, and the practice hitherto existing had been a source of great misery to sailors, who were required to do the work not only of navigators but of navvies."

Mr. G. Shelley seconded the motion, which was at once put and carried.

Mr. Judge (Leeds) then read the

#### FINANCIAL STATEMENT

up to date. It showed a balance in hand from the audit presented during the week of £397 1s. 3d., with £32 4s. 6d. of subscriptions received since Aug. 23, the date on which the accounts were made up, a total of £429 5s. 9d. After deducting all expenses of the Congress, etc., the balance to credit was £327 14s. This report was adopted, with many expressions of satisfaction.

Votes of thanks were then passed to the secretary of the Congress (Mr. Goodman) to the Pres., to the Liverpool Trade Council for their work in connection with the Congress, and to the chair-

The Chairman, in acknowledging the compliment to himself, said he hoped

#### FUTURE CONGRESSES

would be conducted a little more calmly, and that the members would evince a little more forbearance one towards another, with the result that the business would be got through in a better way. Of course there had been special difficulties in the way on this occasion in view of the large number of delegates present. No one had at heart more than himself the principles in support of which they had met. He was glad they were entering upon a new departure-path in Trade Unionism. They were going forward, and the resolutions passed at the Congress were of a progressive nature. He hoped when the next Congress met they would find a great many of the things recommended had been carried into effect. (Cheers.)

The chairman then announced the Congress to have closed, and the delegates separated.

#### GREAT TRADE PROCESSION.

A fitting termination was given to the Trade Union Congress at Hope Hall by a great procession of trades which took place in Liverpool on Saturday afternoon. All the arrangements for the demonstration were admirably carried out, and it was a brilliant success. The weather was splendid, being genial and full of sunshine. This, no doubt, had the effect of largely augmenting the turnout of spectators, all the streets along which the procession passed being crowded to their utmost capacity. In Lime-street and the large space adjoining St. George's Hall, it was calculated there were fully 100,000 persons, the crowd being so dense as to stop all tramcar and other vehicular traffic. The procession was composed of four main sections—trades connected with shipping, building trades, engineering trades, and miscellaneous trades. Each was headed by a mounted marshal, who had in hand the duty of arranging the component parts of the different sections. This was done in Abercromby-square and the streets adjoining it, and proved a work of great difficulty, from the numbers to be placed and the crowds that pressed in upon them. The route from Abercromby-square lay along Grove-street, Crown-street, Pembroke-place, London-road, William Brown-street, Dale-street, Castle-street, Lord-street, Church-street, Ranelagh-street, and Lime-street. Mr. J. Peters, president of the Liverpool Trade Council, was the chief mounted marshal, and, judging by the fact that the procession took about

#### TWO HOURS TO PASS A GIVEN POINT,

there must have been forty to fifty thousand taking part in it. There were about 30 bands of music engaged, and the show of large banners was very fine.

The procession got under weigh at half-past three o'clock, and, headed by the mounted police and the band of Messrs. Cope Brothers, moved slowly out of Grove-street into Crown-street. The ladies of the Tailoresses' and Bookbinders' Unions had the distinction of following in the wake of the members of the Parliamentary Committee, Congress delegates, and the men of the Liverpool and Vicinity Trade Council, who led the industrial army on its march through Liverpool. And very proud the fair delegates seemed of the position assigned to them. The women were followed by the "shipping" branch of the procession, which included the Ship Painters' Society, Dock Labourers' Union, the Mersey riggers, shipwrights, hammermen,

#### SAILORS AND FIREMEN,

sheet metal workers, watermen and porters, ship-rapers, scalers, and sailmakers. Each of these trades displayed a beautiful flag, those belonging to the dockers, the sailors, the flatmen, and the watermen coming in for unstinted admiration from the spectators. Most of the men were dressed in their best, and wore rosettes, ribbons, sashes, and other regalia emblems. The building trades, which occupied the second place in the procession, made a very fine show, the component parts of this section consisting of house painters, whitesmiths, stone-masons, plumbers, plasterers, bricklayers, carpenters, joiners, cabinet-makers, upholsterers, French polishers, sawyers, and wood-cutting machinists. The miscellaneous portion of the throng was composed of railway servants, locomotive engineers, and firemen, tailors, brush-makers, carters, Jewish pressers and machinists, lithographic printers, bakers, scavengers, packing-case and box-makers, coachmakers, sausage-skin and string makers, millers, plate-glass workers from St. Helens, tobacco operatives, saddlers, and hair-dressers. The end of the procession was brought up with the engineers, metal planers, steam engine makers, core-makers, boiler-makers, machine workers, wheelwrights, blacksmiths, etc.

Shortly after six o'clock, when all the sections had reached the front of St. George's Hall,

#### A SERIES OF MEETINGS

was held, at which speeches were made by a number of the most prominent delegates, and the following resolution was carried at each of the meetings:—"That this meeting of organised workmen consider the time has now arrived when all public contracts, either Government or municipal, and all expenditure of public elective bodies, shall only be given to those firms who pay the recognised Union rate of wages to their workpeople, and that this meeting pledges itself to use every legitimate effort to carry the foregoing into effect."

A meeting of dock labourers was also held, at which Mr. M'Hugh, secretary of the Union, and Mr. Cunningham Graham, M.P., were the chief speakers. Both alluded to the demonstration as marking an important epoch in the history of Trade Unionism in Liverpool. Mr. M'Hugh said that although the Dock Labourers' Union was scarcely known a year ago, they were yet able to turn out in their thousands in the procession.

#### A CREDITABLE FACT.

Mr. Clark Aspinall, presiding on Monday at the Liverpool Police Court, referred with satisfaction to the fact that, notwithstanding the large concourse of people in the streets on Saturday in connection with the procession of the Trade Unionists, the cases of drunkenness and disorder had been singularly few. The list, in fact, was, if anything, smaller than on ordinary Monday mornings. He thought this was very creditable to everybody concerned.

#### COALPORTERS' LOCK-OUT IN DUBLIN.

A mass meeting of the Trade and Labour Organisations of Dublin took place in the Phoenix Park on Sunday last. The various bodies taking part in the demonstration assembled at the Custom House, and formed into processional order. There were a number of banners, bannerettes, and flags of various devices—all symbolical of "Unionism." The evening was delightfully fine, and the meeting was an extremely large one. Mr. J. A. Poole, M.A., who presided, having explained the objects of the meeting, and a number of the labour leaders having also spoken, Mr. J. B. Lee said he should consider it a lack of duty on his part, as the representative of the Dublin Branch of the Seamen's and Firemen's Union of Great Britain and Ireland, if he did not express his hearty sympathy, not only on his own behalf, but also on the part of his Union, with the coalporters of Dublin in their refusal to accede to an agreement offered by the merchants (the same men who attempted to strike at the very root of the principle of Trade Unionism.) (Cheers.) In some parts of this kingdom the miners' and seamen's interests were more directly identical; but in London, Liverpool, and other "mixed" commercial ports, dockers, quay labourers, coalporters, with seamen and firemen, seemed to be the principal levers by which the trade and commerce was carried on, and, therefore, as a representative seaman and supporter of modern Trade Unionism it behoved him whenever that citadel was attacked to defend it at any sacrifice. (Hear, hear.) The sailors and dockers had a small scrimmage with some of their employers in Dublin who refused to acknowledge the representatives of their Union, ignored its Executive, and no doubt felt proud of being stigmatised as the "Norwoods" of Dublin, the scab importers, and manufacturers of scabs, and the great "Union smashers." (Hear, hear.) The Union was using every means to keep this dispute within reasonable limits, and should it be extended so far as to affect others with whom they have no dispute, the fault most certainly was not theirs. (Hear, hear.) Mr. Lee concluded by saying that his Union would be to the front in every instance where a kindred Society was in difficulties.

**PROPOSED SHIP RAILWAY BETWEEN BRIDGE-WATER AND DEVON.**—It is proposed to lay a ship railway across the counties of Devon and Somerset, between Bridgwater and Seaton, in order to connect the Bristol Channel with the English Channel, so that vessels up to 1,000 tons register might get direct access to London and the Channel ports with coal and iron from South Wales. The proposed railway would be upon the flexible car system invented by Mr. Smith, harbour engineer, Aberdeen, and would be 36 miles in length, and is estimated to cost, with rolling stock complete, the sum of about £2,000,000.

## IN THE DOG WATCH.

It was our pleasing duty last week to point out that at the Trade Union Congress several important and beneficial resolutions affecting the interests of seamen had been passed. At the time SEAFARING went to press last week, the Congress was not over, hence it comes about that we have this week again to devote a considerable quantity of space to its deliberations.

From our report this week it will be seen that the Congress, before concluding its work, passed other valuable resolutions concerning seamen, which resolutions will not, we trust, be allowed to remain a dead letter, but will soon bear fruit in the shape of much needed reforms.

Mr. Boyd, the able and energetic secretary of the powerful Glasgow Branch of the Seamen's Union, is one of the hardest worked officers in the whole Union. Yet that circumstance has not prevented him from making considerable exertions to celebrate the forthcoming annual meeting, as the following circular will show:—The Committee of the Glasgow Branch beg to submit to the delegates attending the annual general meeting the following list of amusements, banquets, etc., provided for their reception:—Monday—Trip down the Clyde in the *s.s. Edinburgh Castle*, leaving at 1 p.m.; dinner provided on board. Tuesday—Concert and assembly in Waterloo Rooms, commencing at 7.30 p.m. Wednesday—Branch banquet in Waterloo Rooms, at 8 p.m. Thursday—Public meeting, Waterloo Rooms, at 7.30 p.m. Friday—Plimsoll banquet, Waterloo Rooms, at 8 p.m. Saturday—Public demonstration, at 3 p.m.

The *s.s. City of New York Gazette*, printed in mid-Atlantic, is the title of a small daily journal, well printed on good paper, of which we have just received a copy. The news is confined to the ship's runs, and a paragraph recording the holding of divine service aboard. The rest of the contents are verses and jokes.

With reference to the letter in last week's SEAFARING headed "Liverpool Pilots and Mersey Dock Board," a correspondent writes: "In your issue of the 6th inst., and under the above heading, appears a recitation of an extraordinary and unique decision. I glean from the reciter that the Mersey Dock and Harbour Board are the owners of several vessels who are solely engaged in the pilot service of the port of Liverpool; that the Board appoint the masters to these vessels, but that they can make the pilots, who are the freighters of these craft, pay the person whom the Dock Board appoints as master *his wages*. This is really a new departure in maritime law. The next thing we shall read of *will be* that the shipowner will send in a bill for the services of the *shipmaster* to the merchant who *freighted* his vessel; or, perhaps better still, the owner of a horse and cab will call upon the *hirer* to pay the cabman his wage, or else the merchant who *forwards goods* by rail will have to pay the engineer and stoker. These are similes, and what is good in one case must be in another. It seems certainly a very unique decision, and needs patenting.

Mr. Nash, himself a certificated man, has lately been appointed agent in London for the Shipmasters' and Officers' Union of Great Britain and Ireland, and has thrown himself into the work with characteristic energy, with the result that he is fast enrolling both masters and officers at his office, 127, East India-road, Poplar.

Some malicious person has invented a story to the effect that Mr. Nash was once secretary to the Tidal Basin Branch of the Seamen's Union, and that he 'bolted with £150 of the funds.' Nobody at all acquainted with the Seamen's Union need be told that such a story is utterly false. Mr. Nash never bolted, with or without £150, and never was secretary or anything else to the Tidal Basin Branch.

A correspondent writes:—"We are glad to see that Goole is fast coming to the front as a Trade Union port. During the last few weeks the owners have given an advance of 2s. per week to the sailors and firemen, and the engineers on the boats have succeeded in getting a rise, some as high as 10s. per week. We also notice the masters and officers are getting strong in this little port, and we trust before long they will be getting the same rate as the officers of other ports; and we must not omit the dockers, this Branch now numbers about 800 members, and this week we hear they are receiving an advance to 6d. and 7d. per hour. The shipwrights have also participated in the revival, they having succeeded in getting an advance. Well done, Goole, stick to it!"

## SEAMEN AND "SEAFARING."

### THE EDITOR IN DUBLIN.

#### A WARM WELCOME.

At a meeting of the United Trades of Dublin, held in the Antient Concert Room of that city on Aug. 21, in support of the sailors, firemen, and dock labourers on strike in Dublin, the editor of SEAFARING, Mr. Cowie, was present towards the close. As it was not expected that he could attend, his name had not been included in the list of speakers, but he was selected to move a vote of thanks to the chairman, Mr. Peter Stephens.

Mr. Foreman, organising secretary to the Railway Servants in Ireland, said he had much pleasure in introducing to the meeting a man who had rendered great and valuable services to the cause of Trade Unionism, and had taken a most influential part in the labour movement in England—(applause)—he meant the editor of SEAFARING, Mr. Cowie. (Great applause.)

Mr. Cowie, who on rising could not be heard for some time for the hearty welcome with which he was greeted, said he felt it a great honour to be called upon on his first public appearance in Ireland to propose the thanks of so great and enthusiastic a gathering to the chairman who had so ably discharged his duties that evening. It was also gratifying to find that though he was personally a stranger to Ireland, his paper and his work were known there and appreciated. (Applause.) Stranger as he was to the meeting he had long ago learnt how warm were Irish hearts, and their kind reception given him that evening had rendered him still more sensible of that. In that great audience he did not know a single face till he went to the platform, and there he was delighted to see comrades in arms who had done yeoman service to the cause of labour—(applause)—men he had met before and hoped to meet often again. There was Mr. Foreman, of the Railway Servants' Society, and Mr. Lee, of the Sailors' and Firemen's Union. Mr. Foreman the audience well knew—(applause)—and so did the sweaters, to their sorrow. (Laughter.) But Mr. Lee, who had come over to Ireland as an organiser of the seamen, was, like himself, a stranger. Yet Mr. Lee's work, like his own,

was no stranger, for they all knew the Sailors' and Firemen's Union, and Mr. Lee had been one of the promoters and first Executive of that Union, in the days when no credit and unlimited abuse were the reward of its authors, who had required no small courage, determination, and faith in their fellow seamen to be "in the right with two or three" till the day had come when scores of thousands were with them. (Applause.) Bearing in mind that Mr. Lee had been one of those pioneers whose fruits were that gigantic success the Seamen's Union, the speaker hoped that the meeting would admit that Mr. Lee deserved confidence and support and would be glad to know him better. (Applause.) As to Mr. Foreman, he was not like Mr. Lee a seaman. But like Mr. Lee he had done good service to the Sailors' and Firemen's Union, which in its early days owed much to Mr. Foreman, whose zeal, shrewdness, ability, and long practical experience of Trade Unionism had ever been at the service of the seamen, of whom he deserved well. (Applause.) Mr. Foreman, he was glad to see, was known and appreciated in Dublin, so nothing more need be said of him. But there was yet another friend on the platform to whom he must refer. That was Mr. Tyrrell—(applause)—the godfather, as he was called, of the Dublin Branch. He had long known Mr. Tyrrell by his work, and had valued him for it, but he had only just had the pleasure of meeting him personally, and a very great pleasure it was. (Great applause.) He (Mr. Cowie) had been selected to propose a vote of thanks to the chairman. That he could most heartily do after sharing in the pleasure of listening to him, but he must go a step further and take it upon himself to include the other speakers in the vote. (Great applause.) He had been present at a good many meetings and could safely say that seldom or never had he listened to such able, sympathetic, and practical addresses. (Applause.) He might safely add that a more enthusiastic meeting he had rarely seen. But there was something more than a crowded audience, able speakers, and enthusiasm about that gathering. It consisted of workers belonging to so many different trades, all ready to support the men on strike, that it was a fine example of the unbroken front that labour could present to capital in the time of need. (Great applause.) Depend upon it they would never regret such combination. If they helped the sailors and firemen to-day, the sailors and firemen would help other toilers to-morrow. In the great London dock strike of last year the sailors and firemen had shown this. They had exhibited an example of self-sacrifice which, he was glad to say, was becoming contagious. To help the dockers in their hour of need the seamen in London had sacrificed their own livelihood and come out on strike, asking nothing for themselves, but only to help the dockers, and to this heroic conduct the success of the dockers' strike was largely due. (Applause.) As that success had been the parent of many others, and of the great revolt of labour which would ever make 1889 memorable, he claimed that the Seamen's Union deserved the support of all Trade Unionists, and he was proud to have done something to help that vast and beneficent organisation. (Applause.)

#### DANGERS TO NAVIGATION IN THE NORTH SEA.

--The Admiralty has issued a caution to vessels passing through the North Sea in consequence of it having been reported that the sunken wrecks of the steamers *Gaw Quan Sia* and *Leerdam*, which were lost early this year, had become dangerous to navigation. Her Majesty's ship *Grappler* was recently sent to search for the wrecks, but returned without having been successful, the heavy weather having broken adrift the buoys which had been placed over the sunken vessels.

COOPERS' WAGES—A meeting of the Peterhead Branch of the East and West of Scotland Journeyman Coopers' Protective Society was held on Monday evening for the purpose of settling the wages for the ensuing season. There was a large attendance of the trade and Mr. George Polson, president, occupied the chair. After a long sitting and full deliberation the following terms were submitted and approved of:—Barrel wages to be at the rate of 1s. per barrel; barrels not to exceed twenty-four per week unless sanctioned by the Society. Fishing wages to be at the rate of 33s. per week; working hours to be from 6 a.m. to 6 p.m. unless working green fish; overtime to be paid at the rate of 6d. per hour; nine weeks to constitute fishing season, and if working amongst herrings after the nine weeks have expired, to be paid fishing wages. West Coast and Shetland wages to be at the rate of 33s. per week, with travelling expenses. Workers amongst white fish during the winter to be paid not less than 3s. per week more than barrel-makers.



## GREAT DOCK STRIKE AT SOUTHAMPTON.

### BAYONET CHARGES IN THE STREETS.

#### EXTRAORDINARY SCENES.

Southampton was thrown into a state of great excitement on Monday by the strike, not only of the dockers, but of the coal, corn, and general porters, seamen and firemen, scurfers, and unskilled labourers, thoroughly paralysing the trade of the port. The cause of the strike was the refusal of masters to recognise the Dockers' Union, and the fact that, whilst the dock company had consented to give 6d. by day and 7d. by night, they were taking permanent hands at a guinea a week. Matters became so threatening that a large number of South Western policemen were sent for from London, and the Hants county police also supplied a large number of men. The strikers, numbering some thousands, assembled in Canute-road, a rumour having been circulated that train-loads of blacklegs had been despatched from London. Matters became so threatening that a riot was anticipated, and the Mayor hastily called the Watch Committee together. Great excitement prevailed at night, pickets being stationed all round the docks and railway to prevent labourers being imported.

The strike extended considerably on Tuesday, and the large companies of the port locked out their employees, numbering over a thousand. The people took possession of Canute-road, and refused to allow any provisions to pass into the docks, stopped the railway traffic from the station with the exception of the Isle of Wight, and roughly treated all they considered to be blacklegs. Local big-wigs lost their wits and the military authorities were communicated with, and in answer to urgent representations of the Mayor, a detachment of the Yorkshire regiment, under Major Seppings, left Gosport by special train, arriving at Southampton about eight. This greatly increased the excitement, and the streets were densely packed with people, but the military soon scattered them. The detachment consisted of two hundred and fifty men and twelve officers. A conference of masters was held when it was practically decided to fight and steadily refuse to acknowledge the Union.

A special meeting of magistrates was held in the morning, when it was resolved to send to the Commandant at Portsmouth for the help of the military, and the Mayor had the Riot Act at hand to read should the necessity unhappily arise. There were scenes of violence in the crowd, and some men, on the assumption that they were "blacklegs," were badly used. The police, notwithstanding that they had been strengthened by a large draft of county police, were utterly powerless to prevent or quell the disturbance, and the strikers regulated the traffic in and out of the docks just as they pleased, until at length the order was given by the leaders that nothing should pass in or out. Several meetings were held outside the gates, the one theme being that the men were determined that the Companies and the heads of firms should recognise the Union. At a meeting of the representatives of the Companies and heads of firms, it was resolved that, whilst willing to confer with the men, the outside influences governing the strike would not be recognised, but as this is the crucial point of the dispute, all hope of a settlement for the present is abandoned.

At ten o'clock on Tuesday the crowd commenced attacking the soldiers with stones, and Lieut. Abercrombie had the bridge of his nose broken, and had to be attended by the regimental surgeon. Each soldier was served with twenty rounds of ball ammunition, and the Mayor read the Riot Act at two different points. A section of the crowd at once proceeded to the Mayor's business establishment, and broke a window there. The soldiers, amid scenes of great excitement, several times charged the crowd at the double with fixed bayonets, and many persons were seriously probed. Two soldiers were so injured that they had to be carried away for treatment. Up to midnight there was a scene of great excitement, the strike leaders addressing their men at different points, and being gradually forced back by the bayonets.

The borough magistrates held a special session in the afternoon to hear a charge of assault against William Sprow, the London Dockers' delegate, and William Sprague, the local secretary, for assaulting a dock watchman on the Sunday before the strike began. It appeared that the dock permanent hands were holding a meeting, at which Sprow wished to attend. He was refused admittance to

the dock, and then he hired a boat, rowing to Empress Dock, and when the watchman resisted him the alleged assault was committed. They were both bound over to keep the peace, and to find sureties.

On Wednesday there were several riotous scenes. The strikers assembled in great force near to the new corn stores of Messrs. Jeffery & Lewis, and endeavoured to persuade the employees to leave their work. A picket of fifty men of the Yorkshire Regiment, on the word of command being given, cleared the space at the point of the bayonet. Other incidents of the day were the mobbing of the Mayor while his worship was overlooking the progress of repairs to his business premises, which had been attacked the night before. The strikers assembled at the platform for a procession. Here Mr. Tom McCarthy of the London Dockers' Union, and Mr. Tom Walsh, of the Seamen's and Firemen's Union, who had arrived shortly before, joined them and headed the parade. Before the start Mr. McCarthy counselled the men to preserve the peace along the route. A meeting being held, Mr. McCarthy said he noticed that a report had appeared in some of the newspapers that the Union Company intended to send their ships to London. They might as well send them to Jericho, for there were none but Union men on the Thames, and if the Union Company went to any other port, they would get the same answer. Mr. Sprow defended his conduct on the previous night, and Mr. Tom Walsh, who followed, advised the dockers to preserve the peace, as did also the Rev. J. Leach, Primitive Methodist Minister. McCarthy subsequently told the men that he and Walsh had pledged themselves for the good behaviour of the dockers. A reinforcement from the Yorkshire Regiment arrived during the day, the commanding officer being Colonel G. F. White. They were fully equipped, and in four companies marched to the docks. This brings the number of infantry in the town to over five hundred. On Wednesday, Canon Scannel, Roman Catholic priest, approached the masters in the interests of the men, but nothing definite was come to. At the Borough Police Court, during the day, a labourer, named Dawkins, was sent to prison for two months for assault, and others were remanded. A conflict between the strikers and the military occurred near the South Western Station, the troops charging the crowd at the double, though not with fixed bayonets. In John-street, however, the military cleared the thoroughfare with bayonets fixed.

## SHIPS SPOKEN.

Aberdeen, s. Aug. 23, on the Line, 10 W.  
Adele S. Hills, for Frey Bette, Aug. 2, 12 N, 28 W.  
Alcester, Penarth to Mauritius, June 22.  
Aorangi, s. Aug. 31, off Cape Verde.  
Alcester, barque, Penarth to Mauritius, three days, all well, June 22.  
"Angaur," Sept. 2, 47 N, 47 W.  
Antofagasta, Liverpool to Brisbane, Aug. 22, 12 N, 27 W.  
British Sceptre, ship, of Liverpool, steering SW, Sept. 3, 48 N, 6 W.  
Bebington, for Buenos Ayres, Aug. 26, 19 N, 23 W.  
Baron Colonsay, Cardiff to Port Pirie, July 23, 31 S, 30 W.  
Brilliant, for Sydney, Aug. 23, 17 N, 27 W.  
Brunel, of Greenock (LCDR), from Swansea, Aug. 6, 12 N, 27 W.  
Big Bonanza, of New York, steering south, Aug. 18, 20 N, 33 W.  
Broughton, for Swansea, Aug. 31, 52 N, 40 W.  
City of New York, s. bound west, Sept. 5, 51 N, 16 W.  
Carmoner, July 29, 12 N, 27 W.  
City of Glasgow, ship, steering south, all well, Aug. 9, 9 S, 91 E.  
"Cape North," barque, Cardiff for Straits of Magellan, 21 days, July 29, 11 N, 26 W.  
Carr Rock, ship, of Glasgow, for Calcutta, all well, July 27, 30 S, 32 W.  
County of Dumfries, June 13, 7 N, 25 W.  
Dunboyne (British) (KRDP), Aug. 25, 12 N, 29 W.  
Falls of Garry, steering south, Aug. 24, 10 N, 26 W.  
Fort James, London to San Francisco, June 28, 15 S, 32 W.  
Fort George, four-masted ship, of Glasgow, steering SW, Aug. 31, 37 N, 18 W, all well.  
Gwrtheyrn Castle, Beaufort to Bristol, Aug. 27, 41 N, 51 W.  
Garvin (7 Girvan), barque, Liverpool to Honolulu, 24 days, July 29, 12 N, 27 W.  
Gwrtheyrn Castle, Beaufort to Bristol, Aug. 27, 41 N, 51 W.  
Gateside, barque, bound south, Sept. 4, 49 N, 12 W.

Glunraton, of Swansea (HJSL), Aug. 15, 8 S, 34 W.  
HIVE, British barque, July 20, 2 N, 23 W.  
Hermione, London for Auckland, Aug. 22, 12 N, 27 W.  
John Rennie, London to Adelaide, Aug. 22, 12 N, 27 W.  
John Banyan, for Rio Janeiro, Aug. 21, 7 S, 31 W.  
Knight of the Thistle, for Antofagasta, Aug. 16, 15 S, 35 W.  
Kate Cann, barque, St. John to the Mersey, Aug. 22, 44 N, 46 W.  
Kisanga, s. Aug. 31, 13 N, 17 W.  
Len, three-masted schooner, of Swansea, Aug. 31, 48 N, 26 W.  
"Luda," s. of Hull, Sept. 1, 46 N, 8 W.  
Little Willie, Cardiff to Newfoundland, Aug. 23, 43 N, 31 W.  
Milton Park, for Santa Rosalia, July 22, 1 S, 28 W.  
Muriel, of Swansea, Aug. 20, 250 miles south of Cape Hatteras.  
Minden, barque, of Windsor, N.S., Dunkirk to Sandy Hook, Aug. 27, 41 N, 71 W.  
Mitford, for Goole, Sept. 6, 49 N, 11 W.  
Naupactus, of Yarmouth (N.S.), Montreal to London all well, Sept. 7.  
Otterspool, of Liverpool (JSHN), steering east, all well, 51 N, 9 W.  
PRCL, British ship, bound south, July 26, 14 N, 27 W.  
Peelshire, for Bowling, July 31, 11 N, 28 W.  
Quebec, barque, Rotterdam to New York, all well, Aug. 24, 42 N, 66 W.  
Queen Mab, for Monte Video, Aug. 24, 14 N, 25 W.  
Rath Palmer, British barque, Dunkirk to New York, Aug. 24, lat. 43, long. 59.  
River Falloch, June 26, 76 S, 62 W.  
Rhine, ship, Aug. 16, 30 miles south Ridge Light-ship.  
Stonehouse, of Plymouth, steering south, Sept. 4, 47 N, 9 W.  
St. David, ship, Liverpool to Philadelphia, Aug. 19, 44 N, 42 W.  
Star of Bengal, Calcutta to Hamburg, Aug. 29, 47 N, 30 W.  
Sea Foam, English barque (HOKQ), bound east, Sept. 6, 50 N, 16 W.  
Sorrento, s. bound east, Aug. 30, 40 N, 7 W.  
T. F. Oake, Tacoma to Queenstown, all well, Aug. 20, 45 N, 42 W.  
The Hahnemann, Liverpool to Melbourne, Sept. 4, 49 N, 6 W.  
Victoria Bay, steering NE, July 3, 54 S.  
Woodhall, July 15, 20 N, 28 W.  
Windsor Park, July 29, 15 N, 29 W.  
Wray Castle, of Liverpool (LBWN), Birkenhead to San Francisco, July 26, 14 N, 27 W.  
Windsor Park, Aug. 29, 47 N, 31 W.  
Werra, s. bound west, Sept. 4, 50 N, 6 W.  
Westgate, for Melbourne, Aug. 25, 8 N, 27 W.  
Willard Mudgett, barque, from Santos, Aug. 6, 8 N, 43 W.  
Windermere, for Rosario, Aug. 24, 11 N, 25 W.

## SHIPOWNERS AS CRIMINALS.

### EXTRAORDINARY REPORT.

The *Liverpool Journal of Commerce* says:—Mr. J. H. Wilson, of the National Seamen's Union, has intimated, it is reported, his intention to institute proceedings against some shipowners and solicitors for criminal conspiracy against him in connection with the formation of the Shipowners' Union. He says letters have come into his possession which will provide evidence of a sensational character.

**BRITISH WRECKS IN AUGUST.**—The number and tonnage of British vessels respecting whose loss reports were received at the Board of Trade during the month of August, 1890, and the number of lives lost, are as follows:—Sailing vessels 39, 6,634 tons, 114 lives lost; steamships 10, 3,627 tons, 24 lives lost. Many of the reports received in August relate to casualties which occurred in previous months. Casualties not resulting in total loss of vessels, and the lives lost by such casualties, are not included.

**THE OLD UNIONISM AND THE NEW.**—On Saturday evening a great demonstration of wharf and riverside workmen occurred at Strood, Kent, to celebrate the successful formation at Strood and Grays of two Branches of the Dock, Wharf, Riverside, and General Labourers' Union of Great Britain and Ireland. There was a general turn out of labourers of all kinds, who marched, accompanied by bands and banners, to Strood Recreation Ground, where, in the absence of Mr. T. Mann, president of the Union, at the Trade Union Congress, the new banner was unfurled by Mr. W. M. Drummond, a trustee of the Union.

**SHIPMASTERS AND OFFICERS**  
WHO WISH TO  
**PROTECT THEIR INTERESTS,**  
OR  
**OBTAIN FAIR WAGES,**  
SHOULD AT ONCE JOIN THE  
**UNION OF SHIPMASTERS**  
**AND OFFICERS**

OF GREAT BRITAIN AND IRELAND.

Registered No. 559.

Head Office: 33, MARKET PLACE, SOUTH SHIELDS.

Members can be enrolled and Cards and Rules Returned

By forwarding entrance fee, 10s. 6d., and 4d. for card and rules of membership, by postal order to  
GEORGE T. LUCCOCK, Secretary.

**SEAFARING MEN**  
SHOULD JOIN WITHOUT DELAY,  
AS THE  
ENTRANCE FEE IS BEING RAISED,  
THE  
NATIONAL AMALGAMATED  
**SAILORS' AND FIREMEN'S UNION**  
Of Great Britain and Ireland.

Among the chief objects of this powerful Union are:—

- To obtain reasonable Hours of Duty, and maintain a fair rate of wages;
- To provide for the safety of Ship's Work;
- To provide a good Class of Men, who shall be on board at the appointed time, and in a sober condition, ready for work;
- To provide assistance in case of Illness, Accident, and Shipwreck; and
- To provide Legal Assistance for all Claims and defences.

Full particulars may be had of any of the Secretaries, whose names and addresses are:—

- ABERDEEN.**—Jas. C. Thompson, 49, Marischal-street, secretary; J. S. Watt, Esq., advocate, 7, King street, law agent. Meeting, in the Offices, 49, Marischal-street—contributions, 7 p.m.; business, 8 p.m., every Monday evening.
- AMBLE.**—G. H. Guthrie.
- AMBROATH.**—J. Wood, 17, Ferry-street, Montrose.
- ARDROSSAN.**—W. Galbraith, 59, Glasgow-street.
- BARROW-IN-FURNESS.**—E. Clayton, 21, Hindpool-road. Meeting, Monday evening, 7 p.m., at office.
- BARRY DOCK.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; J. H. Jones, Esq., St. Mary-street, Cardiff, solicitor; Dr. Gore, medical officer, High-street, Barry. Meeting, Thursday evening, 7.30, at the Barry Hotel, near Barry Railway Station.
- BEI FAST.**—R. Price, 41, Queen-square.
- BIRKENHEAD.**—Alexander Shepherd, 12, Taylor-st. Meeting, every Wednesday evening at 7.30 p.m.
- BLITH.**—James Heatley, 9, Market-street. Meeting, Tuesday evening, 7 o'clock, at Mr. Thompson's Cocoa Rooms, Waterloo, Blith.
- BO'NESS.**—F. F. Gant, Pierhead. Office hours, 9 a.m. to 5 p.m.
- BOSTON.**—Mr. Symonds, Castle Tavern Church-street, agent; W. Bennett, 14, South-street, King's Lynn, secretary.
- BRISTOL.**—T. J. Dancy, 45, Prince-street, Queen's-square, secretary; Captain C. T. Taylor-Rae, president; Dr. Triston, 115, New Cut, medical officer; Mr. Cross, May-chambers, Clare-street, solicitor; Captain Langdon, 69, Queen-square, treasurer. Meetings, every Monday evening, 7.30 at The Ship, Redcliff Hill; every alternate Saturday, 7.30 p.m., at Steam Packet Hotel, Horwell-road.
- BUNTISLAND.**—Jas. Moody, 12, Somerville-street, secretary, who is to be found at the office till 9.30 p.m. any night; Alexander Mackintosh, Esq., 41, High-street, law agent. Meeting, every Monday evening at 7 p.m.
- CALCUTTA.**—70, Bentinck-street.
- CARDIFF.**—John Gardner, Sailors' Union Institute, West Bute-street, secretary; Dr. De Vere Hunt, Westbourne-crescent, Canton Bridge, near Bute Castle, medical officer; Joseph Henry Jones, Esq., St. Mary-st., solicitor. Dr. De Vere Hunt attends at above Institute daily at noon.
- CORK.**—Michael Austin, 6, Patrick-street.
- DOVER.**—Albert Martin, 13, Commercial Quay, Charlton, sec. Meeting, 13, Commercial Quay.

**DROGHEDA.**—James Fitzpatrick, Quay-st., Dundalk, secretary. Agent in Drogheda, John Castell, 123, Chord-road, Drogheda.

**DUBLIN.**—John Dench, 87, Marlboro'-street, Meeting, Friday evening, 7.30 p.m., at 87, Marlboro'-st.

**DUMBARTON.**—J. McNee, Kirk-street, agent.

**DUNDALK.**—J. Fitzpatrick, Quay-street, secretary.

**DUNDEE.**—O. W. Millar, Mariners' Hall, 48, Candle-lane, secretary; Messrs. Cowan & Dunbar, 3, Reform-street, Dundee, solicitors. Meeting, Monday, 7.30 p.m.

**FLEETWOOD.**—J. Davidson, Sailors' and Firemen's Union, corner of Dock and Albert-streets, secretary; F. Addie, Esq., solicitor. Meeting, Monday evening, 7 p.m.

**GLASGOW.**—J. D. Boyd, 13, James Watt-street, secretary; Mr. W. Ruthven, president; R. A. Rennie, Esq., 146, West Regent-street, law agent. Meeting, Thursday evening, 7.30 p.m., at 102, Maxwell-street. Telephone 3184.

**GOOLE.**—W. R. Chappell, 24, Booth Ferry-rd., Goole, sec.; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Tuesday and Friday evenings, 7.30 p.m.

**GRANGEMOUTH.**—Edwin Cowie, Seamen's Union 6, South Charlotte-street, secretary. Office hours, 9 a.m. to 5 p.m. (Saturdays, 9 a.m. to 1 p.m.) Wm. M. Anderson, Esq., Grange-street, solicitor. Meeting, Monday evening, at 7 p.m., at office.

**GRAVESEND.**—John Degnin, secretary, Plimsoll House, The Terrace, Gravesend. Meetings, Monday, 7.30 p.m., at same address.

**GRAYS.**—Wm. Wall 18, Charles-street. Meeting every Wednesday 7 p.m., at the Queen's Hotel, High-street. Mr. James Longman, president.

**GREAT GRIMSBY.**—Wm. Young, Unity House, 1, Kent-st., secretary; Geo. Ide, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, Hull, solicitor. Meetings, Monday and Friday, at 7 p.m.

**GREAT YARMOUTH.**—Charles Alborough, 121, High-street, Gorleston. Meetings at 7, Friars-lane, every alternate Monday evening, and at 121, High-st., Gorleston, every alternate Monday.

**GREENOCK.**—E. Donnelly, 16, East India Breast.

**HARWICH.**—George Stewart, sec. Ship Inn, King's Quay-st. Meeting, Friday, 7 p.m.

**HULL.**—J. Hill, Unity Hall, Prince-st., Dagger-lane, secretary; Mr. John Hussey, outside delegate; R. W. E. Whitehead, Esq., Bowlalley-lane, solicitor. Meeting, Tuesday and Friday evenings, at 7.30 p.m.

**KING'S LYNN.**—Wm. Bennett, Seamen's Union Offices, St. Ann-street, secretary. Meeting Friday evening, 8 p.m., at Royal Standard, County Court-road.

**LEITH.**—Robert Smith, Seamen's Union Offices, 15, Commercial-street (opposite Shipping Office), secretary; W. J. Haig Scott, Esq., S.S.O., Constitution-street, Leith, solicitor; Gilbert Archer, Esq., J.P., treasurer; Mr. James Brown, outside delegate. Meetings held on Tuesday evenings, at 7.30 p.m., in Lifeboat Hall, Blackburn-buildings, Tolbooth Wynd, Leith.

**LIVERPOOL (South End).**—Wm. Nicholson, Malakoff Hall, Cleveland-square, secretary; W. Atcherley Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor. Meeting, Monday evening, 7.30, in Malakoff Hall.

**LIVERPOOL.**—(North End).—T. Connarty, 116, Derby-road, secretary; Dr. Leet, Derby-road, Bootle, medical officer; W. A. Tetlow, Esq., 8, Westminster-chambers, Liverpool, solicitor.

**LONDON (Tidal Basin).**—G. Pirrett, opposite Shipping Office, Tidal Basin, E. Meeting, Friday evening, 8 o'clock. Dr. Moir, 168, Victoria Dock-road, medical officer. Telephone No. 5214.

**LONDON (Tower Hill).**—J. Wildgoose, secretary, 17, King-st. (over Lockhart's Cocoa Rooms). Meeting every Tuesday evening, in the office, at 8.

**LONDON (Green's Home Branch).**—A. Mercer, 5, Jeremiah-street, East India-road, E. secretary; Dr. Hope, medical officer; Geo. H. Young, Esq., Arbour-square, Stepney, solicitor. Meeting, Thursday evening, 8 p.m., at Wade's Arms, Peplar. Telephone No. 5213.

**LONDON (Rotherhithe and Deptford Branch).**—C. Wykes, 2, Chichester Villas, Lower-road, Deptford, secretary. Meeting, Monday evening, 7.30 p.m., at Chichester Tavern. Office hours, 10 a.m. to 6.30 p.m., and every Thursday till 7.30 p.m. R. Mathews, outside delegate.

**LONDON (Tug-Boat Branch).**—G. Donaldson, 5, Jeremiah-st., East India Dock-road, secretary.

**LONDONDERBY.**—A. O'Hea, 27, William-street.

**LOWESTOFT.**—J. Linder, assistant secretary, 4, St. George's-terrace, Lorne Park-road, South Lowestoft.

**MARYPORT.**—J. Smith Elliott-yard, Senhouse-street, secretary, resides on the premises, where he can be seen at any time. Meeting, Monday evening 7 p.m.

**METHIL.**—Wm. Walker, Commercial-street.

**MIDDLESBRO'.**—George Cathey, Robinson's Market Hotel, Market-place, secretary; Dr. Ellerton, 38, Gosford-street, medical officer; J. J. Bentham, Esq., 1, Nile-street, Sunderland, solicitor; William Jackson, outside delegate. General meeting, Monday, 7 p.m., at Robinson's Market Hotel; committee meeting, Thursday evening, at 7 p.m. Telephone No. 5127.

**MONTROSE.**—John Wood, 17, Ferry-street. Meeting, Monday evening, 7.30, at office.

**NEWCASTLE-ON-TYNE.**—John Mansell, 5, Broad Chare, Quay-side; H. W. Newton, Esq., 2, Elliason-place, medical officer; R. Jacks, Esq., King-street, South Shields, solicitor; Meetings, Mondays and Fridays, at Lockhart's Cocoa Rooms, Side, 7 p.m.

**NEWPORT (Mon.).**—F. Gilman, 31, Ruperra-street, secretary; Dr. Pratt, Ruperra-street, medical officer; Digby Powell, Esq., Dock-street, solicitor; Mr. G. Campbell, outside delegate. Meeting, Thursday evening, 7.30, at Tradesmen's Hall, Hill-street.

**NEWRY.**—D. Lennon, agent, Dublin-road. Jas. Fitzpatrick, Quay-street, Dundalk, secretary.

**PETERHEAD.**—T. D. Rennie, 66, Queen-street, sec.

**PENARTH.**—J. Harrison, 34, Sydenham-street, near Shipping Office, Barry Dock, secretary; R. J. Timmer, 26, Clive-crescent, Cogae, Penarth delegate; J. H. Jones, Esq., St. Mary-st., Cardiff, solicitor; Dr. De Vere Hunt, medical officer, Westbourne-crescent, Canton Bridge, Cardiff, attends daily at the Union Offices, Cardiff, at noon, for Penarth members. Meeting, Thursday evening, 7.30 p.m., at Barry Hotel, Barry, opposite Barry Railway Station.

**PLYMOUTH.**—D. J. Evans, N. S. & F. U. Office, Forester's Hall, Nott-st., sec.; F. Cecil Lane, Esq., 1, George-st., Plymouth, solicitor. Meetings, Friday evening, 7 p.m., at the office.

**PORT GLASGOW.**—E. Donnelly, 16, East India Breast, Greenock.

**SEAHAM HARBOUR.**—Richard Raine, Duke of Wellington Hotel, Railway-street, South.

**SHIELDS (South).**—D. Clement, Seamen's National Union Hall, Coronation-street, secretary; G. Cowie, assistant secretary; Dr. Robson, medical officer, 1, Regent-street, solicitor, R. Jacks, Esq., 72, King-street. Meeting nights, Monday at 7 p.m.; committee meeting, Friday night, at 7 p.m. Sub-Branch—J. Longin, river secretary, Redhead's-buildings, Corstorphine Town, near Tyne Docks entrance. Office hours, 9 till 4.

**SHIELDS (North).**—W. Brown, 8, New Quay, secretary; Dr. Robson, medical officer; R. Jacks, Esq., solicitor. Meeting, Monday, 6.30 p.m.

**SOUTHAMPTON.**—T. Chivers, Old Skating Rink, Bell-st., secretary; Lieut. Tankerville Chamberlayne, R.N.R., Weston-grove, president. Meeting, Tuesday evening, 8 p.m.

**STOCKTON-ON-TEES.**—T. Potts, Palatine Hotel, Bridge-street, agent; John Hodgson, Palatine Hotel, treasurer. Meeting, Monday evening, at 7 p.m., in the Palatine Hotel.

**SUNDERLAND.**—W. Lonsdale, Prospect-row, near Shipping Office. Meeting, Monday evening, 7 p.m., at 174, High-st., East. Solicitor, T. Watson Brown, Esq., B.A., LL.D., 57, Villiers-st.

**SWANSEA.**—R. Thomas, Colosseum Hotel, Wind-st.

**WALLSEND.**—Septimus Johnson, 17, Third-street, Palmer's Buildings.

**WEST HARTLEPOOL.**—J. Leahy, Russell's Buildings. Meeting, Friday evening, at 7 p.m., at office.

**WEXFORD.**—P. O. Dwyers, Main-street.

**WHITBY.**—Paul Stamp, agent, Fleecce Inn.

**WHITSTABLE.**—J. Donovan, Harbour-street, secretary; J. Tookey, Faversham, agent.

**WHITEHAVEN.** } John Smith, Maryport.

**WORKINGTON.** }

**MASTERS & Co.**  
THE  
**CARDIFF, SWANSEA, AND**  
**NEWPORT CLOTHIERS.**

Seafaring men will do well to buy their clothing at Masters & Co., who believe in fair dealing, one fixed price, and no abatement; also, being the largest buyers of Clothing in the Principality, can sell cheaper than smaller buyers.

**MASTERS & CO.,**  
29 & 30, ST. MARY STREET,  
292, BUTE STREET, CARDIFF.

**MASTERS & CO.,**  
18 & 19, CASTLE STREET, SWANSEA.

**MASTERS & CO.,**  
39 & 40, HIGH STREET, NEWPORT.



**P. WOMERSLEY,**  
DRAPER,

OUTFITTER,

MILLINER,

HOSIER,

AND

SHIRT MAKER,

32, 33, 34, 37, & 39, Victoria Dock-rd.,

AND AT

ROYAL TERRACE, UPTON PARK,  
LONDON, E.

ESTABLISHED 1856.

**SAMUEL & CO.,**

140, BUTE ROAD CARDIFF.

AND AT

STATION ROAD, BARRY DOCK

(Between Andrew's Coffee House & Dock Station).

**TAILORS, OUTFITTERS, & BOOT MAKERS.**

THE NOTED STORES FOR FAIR TRADING.

New and Second-hand Sextants, Quadrants, and  
Marine Glasses always in Stock.

ADVANCE NOTES CASHED FOR 1s. IN THE  
POUND.

N.B.—Special terms have been arranged  
for all Members of the Seamen's Union.

THE BEST HOUSE FOR

**SAILORS' & FIREMEN'S BOOTS & SHOES**

IS

**S. VINICOMBE'S,**

11 & 23, VICTORIA DOCK RD., E.

ESTABLISHED 1867.

**ROYAL ALBERT MUSIC HALL.**  
VICTORIA DOCK ROAD, LONDON.

(Canning Town Rail Station). Mr. C. Relf, Sole Proprietor.

EXCELLENT ENTERTAINMENT.

Recommended by Samuel Pimmsell, Esq., and SEAFARING.  
Prices: Private Boxes, 1s. 6d. each person; Stalls, 1s.;  
Upper Circle, 6d.; Balcony, 4d.

The Hall can be hired for Benefits on reasonable terms;  
apply to the Proprietor. Persons travelling by train allowed  
3d. on production of ticket.

**SAFE ANCHORAGE.**

**WHERE TO BOARD.**

**UNION BOARDING-HOUSES.**

BARRY.—Mrs. G. Gawler, 19, High-street.

" Mrs. Mooney, 6, Holm-st., Cadexton.

CARDIFF.—Seamen's Institute, West Butte-street.

GLASGOW.—James Bracken, 182, Broomielaw.

HULL.—N. A. S. & F. Union Home, 13, Robin-

son-row, Dagger-lane.

" William Guy, 7, Posterngate.

LONDON.—Mrs. C. Harrington, 76a, Minories

(for officers).

" N. A. S. & F. Boarding House, Mrs.

Hicks, 13, Jeremia-street, East

India-road.

NORTH SHIELDS.—Union Seamen's Home, 31,

Duke-street.

PLYMOUTH.—Mr. Stephens, 11, Bath-street.

SOUTH SHIELDS.—Sailors' and Firemen's Union

Boarding-house, 81, East Holborn

**NOTICE.**

**SUNDERLAND BRANCH.**

All secretaries are requested to stop Christopher  
Barnes, 3, Dock-street, No. 7473, from signing,  
and also all members are requested not to ship  
with him until such time as he makes himself  
straight with the Union, and pays his fines.

By order of the Committee,

W. C. LONSDALE,

Sept. 9.

ALL SEAMEN COMING TO GRIMSBY,  
GO TO

**JOHN ODLING,**  
TAILOR, CLOTHIER, & OUTFITTER,  
10, CLEETHORPE ROAD,  
GRIMSBY.

**J. J. HERDMAN,**  
LYNN HOUSE, CHAPEL STREET,  
**KING'S LYNN**

(TWO MINUTES' WALK FROM THE DOCKS).

Keeps a good and well-assorted Stock of  
**SEAMEN'S OUTFITTING.**

Special Attention given to the

**SPECIAL MEASURES TAILORING DEPARTMENT.**

YOUR ORDERS RESPECTFULLY SOLICITED.

Note Address.—HERDMAN, CHAPEL STREET.

**SAILORS' AND FIREMEN'S UNION**  
TOWER HILL BRANCH.

**IMPORTANT NOTICE.**

Contributions must be paid to MR. WILD-  
GOOSE, 17, KING STREET, over Lockhart's  
Cocoa Rooms, Tower Hill.

Any Contributions paid at 23, KING STREET,  
on and after January 31, 1890, WILL NOT  
BE RECOGNISED AS A PAYMENT TO THIS  
UNION.

Signed on behalf of the Executive Committee,

**J. H. WILSON,**

General Secretary.

**TO ADVERTISERS.**  
**NOTICE.**

Every Master and Mate in the Merchant  
Service of Great Britain should, at every  
opportunity, buy the paper SEAFARING,  
as its columns are the only place to  
find what is transpiring in the cabin and  
on the bridge regarding the welfare of  
our deck officers. Places of business  
would do well to advertise in SEA-  
FARING, as the paper falls into the  
hands of the Masters, Mates, and  
Engineers, as well as the Seamen and  
Firemen.

On behalf of the Shipmasters' and Officers' Union.

**GEO. T. LUCCOCK, Sec.**

All Seamen going to GRANGEMOUTH should pay  
a visit to

**WALKER & CO.,**  
DRAPERS AND OUTFITTERS,  
GRANGE ST., GRANGEMOUTH.

Where there is always a large selection of reliable  
goods to choose from.

Largest Stock of Ready-made Suits, Shirts, Flannels,  
Seminits, and all descriptions of Underclothing required  
by Seamen.

Braces, Collars, Ties, Boots, etc., etc.

Suits Made to Measure in best possible style by experienced  
workmen, from 40s. to 43 10s.

Large Assortment of Oilskin Coats, Trousers, and South-  
westers of our special guaranteed make.

THE

**"ROSER SYSTEM"**

OF

**HEATING AND MAINTAINING THE WATER  
OF SWIMMING BATHS.**

**THE RAINBOW ENGINEERING CO.**

Engineers & Contractors to H.M. Government.

OFFICES—

9, VICTORIA STREET, LONDON, S.W.

## TO THE FISHERMEN OF GREAT BRITAIN & IRELAND.

The promoters of the National  
Federation of Fishermen of  
Great Britain and Ireland  
recommend all Fishermen  
who wish to protect their  
interests and improve their  
position to buy and read the  
Weekly Newspaper called  
"SEAFARING," which has  
done so much to make the  
Sailors' and Firemen's Union  
the great success that it now  
is, the said newspaper having  
undertaken to advocate the  
cause of the Fishermen.

By order of the Executive.

### NOTICES.

"SEAFARING,"

Published every Saturday, price One Penny,  
Will be sent to any part of the United Kingdom,  
post free, at the following rates of subscription:—

Twelve Months ... .. 6s. 6d.

Six Months ... .. 3s. 3d.

Three Months ... .. 1s. 8d.

SEAFARING will be sent at the same rate, post  
free, to any of the countries comprised in the Postal  
Union.

All subscriptions must be paid in advance.

### TO CORRESPONDENTS.

Correspondents must write on one side of the  
paper only anything meant for publication, and  
address, not to 36-40, Whitefriars-street, but to  
150, Minories, London, E.

All communications should be addressed to  
ARCHIBALD COWIE, SEAFARING Office, 150,  
Minories, London, E., to whom remittances must  
be made payable. (Post Office Orders at Minories,  
London, E.) The Editor declines all responsibility  
for rejected manuscripts, although when stamps  
are enclosed he will endeavour to return such  
matter as he may be unable to use.

Communications arriving so late as  
Thursday cannot be guaranteed in-  
sertion.

## Seafaring.

SATURDAY, SEPTEMBER 13, 1890.

### FISHERMEN'S NEEDS.

Mr. J. Lawrence-Hamilton, M.R.C.S.,  
writes to us from 17, Burlington-street,  
Brighton:—"From extensive inquiries at  
various fishing districts of the United  
Kingdom, it appears that an alarmingly  
large proportion of our fishermen and  
fisherfolks are not only ignorant of the  
general technical education of their trades,  
but are also actually even unable either to  
swim or to dive efficiently. The Fisheries  
Department of Her Majesty's Board of  
Trade has no available statistics as to the  
percentage of fishermen and fisherfolks  
able to swim and dive efficiently. The Board  
of Trade has no statute or powers to compel  
fishermen to learn swimming or diving. As  
the continued supremacy of our Empire  
depends mainly on the existence of a large,

highly-trained Naval Reserve, alone cheaply recruitable from our fisherfolks, this accidental national neglect of the interests of our fishermen imperatively demands Parliamentary attention and assistance." A good many of our readers will hardly agree with this last paragraph, and will feel inclined to point out that merchant ships, as well as fishing vessels, are nurseries for the Naval Reserve. Moreover, many persons will want to know in what respect "an alarmingly large proportion of our fishermen and fisherfolks are ignorant," as our correspondent asserts, "of the general technical education of their trades." With the exception of these two parts, Mr. Hamilton's letter will be generally approved of. More than once we have impressed upon our readers that it is absolutely necessary that all classes of seafaring men should be able to swim. Indeed, we consider that swimming should be part of the compulsory education of all persons, with out distinction of class or even sex. But swimming is particularly valuable to seafaring men, and it is lamentable to reflect how enormous is the number of seamen and fishermen who cannot swim. The day is not far off, we hope, when swimming will be part of the compulsory education which already exists in this country. Meanwhile, both the Seamen's and the Fishermen's Union can do much in this matter. The importance of the subject can hardly be exaggerated, and we commend it to the consideration of these organisations at their approaching annual meetings.

## NAUTICAL NEWS.

MR JOHN HOLLOCOMBE, chairman of the Amazon Steam Navigation Company, is dead.

ALL the steamers to both the United States and Canada are filled for some time to come.

THE steam-dredger *Aryame*, built by Messrs. Simons, Renfrew, has arrived at Colombo.

GEORGE SPOONER fireman, aged 25 years, died at Londonderry, Aug. 30, in the s.s. *Lommas*, of disease of the heart.

THE hope is indulged in at Antwerp that the harbour dues which press so heavily upon the navigation of the Scheldt will be materially reduced next year.

STEPHEN TURNBULL, chief engineer of the screw steamer *p Brampton*, of Newcastle, has had his certificate suspended for six months by the Bristol Local Marine Board, for drunkenness.

A STATUE of Britannia, as a national memorial of the defeat of the Spanish Armada, is to be unveiled by the Duke of Edinburgh on Plymouth Hoe, on Oct. 21, the anniversary of the battle of Trafalgar.

THE Government of Canada are placing a first-class lighthouse, fog signal and signalling station at a point close to Bonville Point, which is a little further seawards than Point San Juan, on Vancouver Island.

AT a naval court held at the British Consulate, Palermo, to investigate the casualty to the schooner *Fairwind*, of Banff, which was dismantled while on a voyage from San Nicola, Island of Cuba, with a cargo of olive oil, for Goole, the master, John Smith Masson, and crew were exonerated from blame.

THE Mar-elles syndicate of shipmasters has petitioned the Messageries Maritimes Company for an increase in their captains' wages, and begs that the Company will support their application to the Ministry of Marine in favour of the publicity of maritime official inquiries, and the appointment of one merchant captain to the Superior Wreck Commission.

THE German shipping trade via the Mediterranean, v.z., to the eastern coast of Africa, the Far East, and Oceania, has so much increased that the splendid docks at Messina, which have hitherto been rented by the German Government, have become more than ever necessary as an *entrepôt* for German trade. The German Government is now negotiating with the Italian Government for their purchase.

## SAILORS' AND FIREMEN'S UNION.

(From our own Correspondents.)

### LONDON DISTRICT.

Mr. T. Watson Brown, solicitor to the Union, has now taken up his residence in London, and secured an office there, the address of which we have not yet got.

Mr. Walsh, the district secretary, is busy at Southampton, where, as will be seen from another report, he is taking a prominent part in the struggle.

The usual meeting of the Green's Home Branch was held at the Wade's Arms on Thursday, Sept. 4, Mr. Whitehead in the chair. The action taken by the general secretary, re the Australian strike, was confirmed, and the Branch undertook to pay their share of the £1,000. The secretary was instructed to forward £100, independent of their share, and further that the members be levied for any additional assistance required. A vote of thanks was accorded to Mr. Brown, solicitor, for his attendance. It was decided that a deputation wait upon the United Labour Council as requested by that body. That D. Williams be granted the loan of £2. Mr. Walsh, district secretary, was present. The meeting closed at 10 p.m.

It was only after SEAFARING had gone to press last week that we received the following report:—A weekly meeting of the Green's Home Branch was held on Thursday, Aug. 21, 1890, at the Wade's Arms, Mr. Short presiding. The members joined during the week were duly enrolled. It was decided that a district committee be called to consider what action shall be taken to assist the Australians in their present struggle. *Re* Godiva, it was resolved that the complaint against the secretary at Dublin, be handed to Mr. Walsh to lay before the general secretary. It was decided to send three delegates to attend the Trade Congress at Liverpool. The following were elected delegates:—T. M. Walsh, A. Mercer, and McDermott. It was agreed that Mr. Palmer act in Mr. Mercer's stead during the secretary's absence at Liverpool. Mr. Short was elected to act as outdoor delegate for a week during the secretary's absence. F. Williams was allowed £2 as a loan to bury his wife. This brought the meeting to a close.

### LIVERPOOL BRANCHES.

At a general meeting of the South End Branch, Sept. 8, Mr. H. R. Taunton presided, Mr. J. Rogers being in the vice-chair. The meeting was addressed by Mr. Wilson, the general secretary. He spoke on the origin and progress of the Union, showing the position of sailors and firemen prior to its being started, and how the first attempt was ridiculed by capitalists and wiseacres, who counted him and the rest of the first promoters, lunatics. But now, seeing the Union was a reality, they were beginning to be alarmed, and were resorting to all kinds of stratagems to crush the movement, and were even going so far as to form a combination amongst themselves with seventy or eighty millions to effectually crush the combination of labour once and for all. But he believed that Trade Unionism had made such an impression on the masses of workmen generally, that it would be an utter impossibility for capitalists to crush them. To make doubly sure of maintaining their position as Trade Unionists, it was urgently necessary that all classes connected with the shipping industry should federate to a man, and mutually stand by each other in all cases of emergency. He urged upon all present to use their utmost endeavours to spread Unionism amongst all they came in contact with. He then went on to explain the effect which the Trade Union Congress had had on the public at large, both capitalists and others. They were admitting that Trade Unionism was a power, and if they utilised the power which they were in possession of it would be greatly to their own advantage. Several resolutions were passed bearing directly on the interests of sailors and firemen. He then dwelt at some length on the object of the rival Union, which was being promoted by Messrs. Hornsby, Abbott, Darby, Lawrence and Co. He then sat down, while the meeting cheered to the echo. Mr. P. Cullen then moved that "We, the members of the Liverpool Branch, have every confidence in the honesty and integrity of the general secretary, and that we pledge ourselves to stand by and support him against the imputations brought against him by Mr. Hornsby and his colleagues." This was seconded by Mr. A. J. Candler, supported by Mr. Holland, and carried unanimously. It was moved that the resolution for a levy of ten

shillings per member to build up a reserve fund for cases of emergency be carried into effect forthwith, and that members be allowed six months to pay it in. Seconded by Mr. Flay, supported by Mr. F. Lowe, and carried. The secretary then gave in his report of the Trade Union Congress, which was accepted. Mr. T. Fone moved that posters be printed announcing that no Union men be allowed to sign or sail in the s.s. *Blackwater* or the brig *Xanthus* while the dispute is pending, on pain of being expelled from the Union. Seconded by Mr. Anson, supported by Mr. Phillips, and carried. On the motion of Mr. J. W. Lewis it was decided that a subscription list be opened for the purpose of raising sufficient money to present the secretary, Mr. Nicholson, with a gold medal. Thanks were tendered to the Dublin members present, and it was decided to do all possible to assist them in connection with the s.s. *Blackwater*, belonging to Mr. McCormick, of Dublin, who refused to acknowledge Trade Unionism in any respect. Mr. Wilson, general secretary, then moved a hearty vote of thanks to the chairman, which was passed, and the meeting adjourned.

At the weekly meeting of the Bootle Branch, Sept. 9, Mr. Monaghan presided, Mr. Hepburn being in the vice-chair. Mr. James Burns gave his report of the Trade Union Congress, at which he was one of the delegates last week. Mr. McNamara moved that Mr. Burns's report be accepted, and a vote of thanks be accorded to him. This was seconded by Mr. Revdon, and carried unanimously. A lengthened debate then took place on the "levy" question, and Mr. McNamara moved that a special meeting be called to discuss this question; seconded by Mr. Gough, and carried. Mr. Sheridan moved that Tuesday night next be appointed for the meeting, and that the secretary get some bills printed and distributed to that effect; also that it take place in this hall; seconded by Mr. Barlow, and carried. With regard to the £5 voted by this Branch to help the Australian strikers, Mr. McKevitt moved that £10 more be added to it, making £15 in all. This was seconded by Mr. Barlow, and carried unanimously. The secretary then asked for the sanction of the meeting to pay a bill owing by the Branch for stationery, and on the motion of Mr. Roberts, seconded by Mr. Gough, permission was accorded him. A very able address was then given by Mr. Nicholson, district secretary, on the subject of federation of labour, and the benefits to be derived from it, more being the stoppage of non-Unionists and scabs from working or sailing in the vessels, as they do at present. Mr. Nicholson also gave a very vivid description of the doings of the Trade Congress. After a hearty vote of thanks to the chairman, district secretary, and visiting members, the meeting adjourned at 10.15.

At the Liverpool Police Court on Tuesday, Sept. 9, before Mr. R. Miles, stipendiary magistrate, Geo. H. Hornsby, 24, despatched as "the secretary of the Federation of Ship Stewards and Sailors and Firemen," was charged with libelling Mr. J. H. Wilson, the general secretary of the National Amalgamated Sailors' and Firemen's Union.—Mr. McConkey, who appeared to prosecute, stated that the libel consisted of a statement to the effect that the complainant had appropriated to his own use the sum of £493 5s. 1d., and that in distributing handbills near the Sailors' Home Hornsby had called the complainant a thief and said he had stolen this money.—Mr. Collins, who appeared for the prisoner, asked that he should be allowed an opportunity to consult counsel, as the prisoner had been only apprehended the previous night.—Mr. Raffles, who remarked that the allegation was a serious one, adjourned the case for seven days, and admitted the defendant to bail in a surety of £20.

### CARDIFF BRANCH.

The usual meeting was held Sept. 8, at the Club Rooms, Wyndham Arcade Hotel; Mr. Chubb was elected to the chair. The chairman was surprised to see such a small attendance, considering the number who had so much to say at the shipping office. It would be more to their credit if they would attend the meetings and state their grievances. Mr. Gardner referring to the s.s. *Belgavia*, which had been reported as having a non-Union cook and steward aboard, said he had whilst in Liverpool had an interview with the Glasgow secretary, who said that no scabs would have been aboard that ship if the Union men had turned up at the appointed time. They could not expect their officials, whom they place in office, to look after their interest and see that they get justice done, and to support them, unless they as a body did all that lay in their power to further the interests of their organisation. And if they have a time appointed to be aboard, then by all means they should be there. They have at present men who would not shrink from anything to damage the National Union, and these things were being



constantly thrown into its face, about men not turning up at the time appointed. There had been a great deal of talk with reference to the new Seamen's Union about to be started, but those who think that the seamen of this country will recognise a Boarding Masters' Union, will be greatly disappointed, for no other Trade Society will, flatly refusing to recognise them. The shipowners to-day say that the Union is too arbitrary, and are complaining of its action in refusing to sail with non-Union men. They call it coercion. They also wish to form a Board of Conciliation, but if they do, a true representation from each side will have to be formed, and to get that they must come to the Cardiff Trade Council, and they refuse to recognise any bogus affairs. Therefore, let it as a body do nothing which will in any way throw discredit upon the Union, but let its members be true and faithful to the cause they belong to.

#### GLASGOW BRANCH.

Meeting held in the Typographical Hall, 102, Maxwell-street, Sept. 4. Mr. W. Ruthven in the chair, and Mr. Duffy acting secretary in the absence of Mr. J. D. Boyd. Before opening the meeting the chairman called attention to the fact that one of their members present was also a member of what is commonly known here as the Local Riggers' Society, and that he wished this meeting to decide whether he was to be allowed to remain or not. The member alluded to, T. Lumsden, then retired, which gave general satisfaction. Correspondence was then gone into, a letter being read from the Dumbarton Section asking that another visit be paid them. From a member in Skye, who is at present invalided, asking for a small loan to tide him over his present difficulties, promising to refund the same at his earliest opportunity. From A. O. Hea, Londonderry secretary, asking for the loan of our banners to take part in a demonstration to be held in Derry on the 10th inst., and from the crew of the s.s. *Bolgravia*, condemning the delegate on duty on the day of signing articles for allowing the cooks and stewards of that vessel to get into the shipping office, they not being members of the Union. The delegate being present gave an explanation which was deemed highly satisfactory, and exonerating him from all blame. In reference to the correspondence from Londonderry it was decided "that we send our banner so that our Derry brothers may be recognised in the coming demonstration." The form of pledge to be taken by any of the local rigger members, wishing to become members of our body, was next submitted, and pretty freely discussed, and on the motion of Bro. J. Campbell, seconded by Bro. C. Wright, it was resolved unanimously to adopt it, also to have it printed in book form at once. In reference to the member, W. Anderson, who is 40 weeks in arrears, and also a member of the Local Riggers' Union, Bro. J. Smith moved, and Bro. G. Cartwright seconded, that he be fined the full penalty of £3 and pay up his arrears in six weeks time, otherwise to be expelled from the Union altogether. As an amendment Bro. C. Wright moved, and Bro. P. Carlin seconded, that he only be allowed 14 days to pay up his arrears, and no fine be paid, but that he sign the pledge referred to. The amendment was carried, only three voting for the motion. At this stage Bro. E. Bryson moved an adjournment, which was unanimously agreed to.

#### GRIMSBY BRANCH.

The usual weekly meeting was postponed from Sept. 1 to Sept. 8, in consequence of the secretary having to attend the Liverpool Trade Congress as the delegate from the Grimsby Trade and Labour Council. On Sept. 8 the meeting was held at Unity House, past president Mr. Arthur Wilson being elected to the chair. The secretary read a written protest from several of the committee against enrolling any more shore members at the entrance fee sanctioned by the Branch in Dec. 30, 1889. He pointed out that until such resolution was rescinded, he was compelled to act up to it. It was quite within their power to rescind it, as their entrance fee had increased to such a degree that it was preposterous to enrol shore members at 2s. 6d., which was half the entrance fee at the time of passing the resolution. On the motion of Bro. Evinon, it was resolved that the resolution of Dec. 30 be rescinded; and that the entrance fee for shore members from this date be 12s. 6d., to rise 2s. 6d. per month until it reaches the maximum Union rate. The secretary then gave a résumé of the proceedings of the Trade Union Congress at Liverpool, referring principally to the resolutions passed affecting seafaring interests. He also informed the fishing vessel engineer section that he had obtained a copy of the proposed Bill to grant certificates of competency to those in charge of steam engines or boilers, on sea or land, from Mr. Swift, the proposer. It contained a clause

having special reference to this class of vessels. Sixteen new members enrolled during the week were admitted into the Union. Nominations were then taken for the election of a delegate to the annual meeting at Glasgow on Oct. 6. Bro. West proposed, and Bro. Scardfield seconded, Mr. George Brock; and Bro. Evison proposed, and Bro. Graves seconded, Mr. Arthur Wilson as delegate. The nominations are to close on Friday night, and the election to take place by ballot, to remain open for two weeks. This concluded the business of the meeting, which adjourned at 9.30 p.m.

#### SOUTH SHIELDS BRANCH.

The usual weekly meeting was held in the Rooms, Coronation-street. The vice-president occupied the chair, and there was a numerous attendance. It was reported that since last meeting there had been an accession of 45 members, the total number of members in connection with the Branch being 5,777. A framed, full-sized portrait of Mr. Samuel Pimoli—the sailor's friend—had been received, and would be hung on the walls of the Union Rooms. The delegate from the Trade Union Congress (Mr. Blandford) gave his report of the proceedings in an effective speech, stating that several important subjects had been considered and dealt with. He referred, particularly, to the resolutions passed for the benefit of seafaring men. He also referred to the importance of Seamen's Societies. At the conclusion of Mr. Blandford's address, he was complimented on the satisfactory manner in which he had performed his duties. After transacting some routine business, the meeting concluded with a vote of thanks to the chairman.

#### NORTH SHIELDS BRANCH.

The usual weekly meeting was held Sept. 8, 1890, at the Meeting-rooms, 8, New Quay, with a fair attendance of members. Mr. John Nicholson presided, Mr. Richard Latimer in the vice-chair. Some complaints were made about some of the local ships of this port. For instance, the s.s. *Brunel* came here to sign on Sept. 4, and we were prepared to give her a good hard battle, as neither of the officers were in the Certificated Officers' Union, and we were determined to do our best to get them to join. But we did not succeed, as they went scouring the boarding-houses for scabs, and they have succeeded in getting a proper crew of scabs, for three went on board who could not speak one word of English. Some of the local scabs went over the bar to join her. When they saw the crew they were going with they wanted to come on shore again, well knowing what they would have to put up with on the voyage. The *Brunel* and her jovial crew seem determined to defeat the Union, but we will show them that the Union is not so easily defeated as they imagine. We fought them the whole day, and if they had let us half an opportunity we would have had the crew on shore again, but they towed the ship over the bar, and sent the men off to her one at a time. We did a good week's work by enrolling 30 new members, making a total of 2,110, and still growing. Our entrance fee is only £1 7s. 11d.

#### MONTROSE BRANCH.

This Branch held their usual meeting in their own office, 17, Ferry-street. The meeting was opened at 8 o'clock, when Mr. William Sharp was voted to take the chair in the absence of our chairman. The secretary stated that more than a year ago the *Cynthia* was run down by one of the Allan Line steamers in the river St. Lawrence, whereby one of their first members, Alex. Nichol, was drowned. Through the general secretary the widow had received £100 by way of compensation. The secretary read a letter from Mrs. Nichol, which is as follows: "Dear Sir,—I cordially thank you, the general secretary (and the Union) for your endeavours in getting the £100 for the loss of my dear husband. It will help to maintain my fatherless child. With sincere thanks, I am, dear Sir, your obedient servant, Williamina Nichol." A hearty vote of thanks was given to the general secretary and the local secretary, when the meeting came to a close.

#### SUNDERLAND BRANCH.

This Branch held their usual weekly meeting Sept. 8, at 174, High-street East, Mr. W. Airson in the chair. A letter was read from the captain and engineer of the s.s. *Salisbury*, complaining of the conduct of a member of this Branch. Complaints were made against several members. It was decided to publish the name of C. Barnes in SEAFARING, this member having played fast and loose with the Union for some time. Two members were fined for not attending their Branch meeting. A letter was also read stating that a member of this

Branch, called Geo. Hope, had been assisting a non-Union man to ship in a vessel. It was decided to stop this man from shipping, and also summon him to the next Branch meeting. The secretary then read the circular from the Trade Council, on the question of a Trades Hall for Sunderland. The meeting considered that it would be a decided advantage to have such a Hall for Trade Unions of Sunderland. Mr. W. Airson then tendered his resignation as a delegate to the Trade Council, on the ground that he was unable to give the attention to that position which he ought to do. His resignation was accepted, and Mr. J. R. England was elected in his place. Several members then addressed the meeting on various questions before the Branch. Mr. Lonsdale then proceeded to give a résumé of the proceedings of the Trade Union Congress, where he has been the past week. A hearty vote of thanks was accorded to Mr. Lonsdale.

#### DUNDEE BRANCH.

A meeting was held Sept. 8, Mr. A. McDonald in the chair. The minutes of a special committee meeting to discuss the case of the cook of the s.s. *London*, who alleged that he had been discharged for complying with the rules of the Union were next read. He intimated to the captain that he wished to be either cook or steward, that the work of both was too heavy for one man, and he had been discharged for this. The captain stated that it was because he would not give him 5s. more a week to do both cook and steward's work that he left. The committee decided that they could not grant him any support to reinstate him in his work, he having endeavoured to make a private bargain outside the Union; therefore he must suffer the consequences. The decision of the committee was unanimously confirmed. A letter from the secretary of the Leith Branch detailing the circumstances of Mrs. J. B. Richardson, whose husband had died in New York, was read. Mr. D. Deuchars proposed that £1 be sent to her immediately, and that a subscription sheet be left on the table in the office to enable the charitable to add their mite. This was agreed to. It was also decided that the Branch send £10 from the management fund to the Australian strikers. The meeting terminated at 9.30 p.m. One of the runners (named George Brown, 63, Hospital Wynd) who left Dundee with the ship *Alice A. Leigh*, bound for Liverpool, on Wednesday last, met with a very serious accident. When off the Mull of Cantyre, on Saturday night, about ten o'clock, the order was given to shift the sheets over. Brown went to shift the main top-gallant staysail sheet. Having done so, by some unaccountable cause he missed his hold, and fell a distance of 40 feet, falling on the main top-mast stay, and then on to the boar, then to deck. When he was picked up there was a hole in the back of his head, and blood was oozing from his ears. On arrival at Birkenhead he was taken to the Borough Hospital. The doctors stated that they had very little hopes of his recovery.

#### LEITH BRANCH.

The usual weekly meeting was held on Tuesday Sept. 2, in the Lifeboat Hall, Tolbooth Wynd. The chairman being absent, the vice-chairman, Bro. J. Sutherland, presided, and Bro. Messer acted as vice-chairman. The appeal on behalf of the Australian strikers having been read, it was unanimously agreed "That the proposal to give £1,000 from the Union funds meets with our hearty approval, and that we should give at least £10 as our share of the same." The discussion on federation with the carpenters was resumed, and a deputation was appointed to meet the carpenters if a favourable reply was received, but in the meantime they should meet and draw up any terms they may think fit. Some further discussion took place, after which the voting was gone on with, and the meeting then adjourned.

On Thursday, Sept. 4, the last of the special meetings was held, and after some discussion the voting proceeded, and resulted—For 71, against 18, spoiled papers 9, majority 53.

#### BURNTISLAND BRANCH.

At a special meeting on Sept. 3, Mr. Campbell presiding, the secretary said the meeting had been called on account of a circular having come from the general secretary, stating that their brother Unionists in Australia stood in need of financial assistance, and that it was their duty to assist them as far as lay in their power. On the motion of Mr. Bannatyne it was decided that a sum be voted out of the Branch management fund.

At the weekly meeting on Sept. 8, after routine business, the secretary said that he had to wire for men sometimes as far as Aberdeen. In fact, this last fortnight hands could not be got, and the highest wages are paid here, weekly 32s. 8d.



monthly £4 15s., sailors and firemen alike. Some boats tried on the £4 10s. dodge, but could not succeed, and there has been a great demand for all sorts of Union men, Leith and Dundee have been wired to for them. Some scabs would join, but we would rather have Union men to keep those who have been blacklegging on the stones a little longer. A letter was read from the river secretary, Mr. Longin, South Shields, complaining of a member of this Branch, named Thomas Beveridge, a fireman, No. 658, a native of Kirkcaldy, using abusive language towards that gentleman, and the Branch secretary. It was unanimously decided that Beveridge be fined 7s. 6d., and send a written apology to Mr. Longin, and be not allowed to ship here until the fine is paid, and he certify that he has apologised to Mr. Longin. Before closing the meeting thanks were given to Mr. Longin for exposing such cases as Beveridge's.

#### GRAYS BRANCH.

There was a crowded meeting of this Branch on Wednesday, Sept. 3, the president in the chair. After the usual routine business had been disposed of, the president, on behalf of the crew of the R.M.S. *Liguria*, presented the genial boatswain, Charlie Day, with a silver call, as a mark of esteem and appreciation of the many good qualities with which he is endowed as a seaman and a brother. Charlie, in a few well-chosen words, thanked the members and assured them that he would always try and maintain the good feeling that had existed between them for many years. The following members of the *Liguria's* crew assisted at the presentation:—J. Ackhurst, boatswain's mate; G. Ralph, boatswain's mate; E. Stone, lamp trimmer; J. Manning, quartermaster; J. Short, quartermaster; M. Cronin, A.B.; P. Ready, A.B.; F. Plummer, A.B.; J. Kean, A.B.; J. Craighton, A.B.; T. Benton, A.B.; C. Lander, A.B.; R. Humphrys, A.B.; D. Colvin, A.B.; A. Clarence, A.B.; H. Bennett, quartermaster; G. Kentish, A.B., and several others.

#### GOOLE BRANCH.

A meeting was held on Tuesday, Sept. 9. Bro. Watson made a complaint respecting a man going from on deck into the stokehole. A long discussion took place on the subject. Eventually Bro. Watson proposed that no sailor on the books be allowed to go below or any fireman on deck. The question then arose as to Union men working with non-Unionists. Bro. Gathuon proposed, "That the secretary take any steps necessary to get non-Unionists to join the Union, or to put Union men in their places, and that we assist the dock labourers in every legitimate way to strengthen their position." This was seconded by Bro. Watson and carried. A vote of thanks to the chairman closed the meeting.

#### MIDDLESBROUGH BRANCH.

The general meeting was held on Monday, Sept. 8, the vice-president, Mr. Bowden, in the chair. There were no new members. The minutes of the special meeting convened for the purpose of supporting our fellow workers who are on strike in Australia were also read. It was moved and seconded that we give a donation of £10; as an amendment, it was moved that we give a donation of £12. The amendment was carried. The above was confirmed on the motion of Mr. A. Collins, seconded by Mr. Kerzo. Mr. J. J. Robinson, delegate to the Trade Union Congress, addressed the meeting, and explained the good work that the Congress had done in favour of seamen. A vote of thanks was unanimously passed to the delegates at the Congress for the honour they had conferred on the Seamen's Union in electing its worthy general secretary (Mr. Wilson) on the Parliamentary Committee at the head of the poll. A hearty vote of thanks was then passed to Mr. Robinson for the able manner in which he had discharged his duties as one of the delegates of the Union.

#### DUBLIN BRANCH.

At the weekly meeting on Friday, Sept. 5, Bro. John Maxwell presided. The chairman addressed the meeting on a proposed demonstration in Phoenix Park, which was, he said, to support the coal labourers now locked out in Dublin, and give them every assistance in their present struggle that one Trade Union might ask of another. They were ready to stand shoulder to shoulder in the ranks of Unionism with every other Trade Union. They were themselves engaged in a great struggle with the British and Irish Steam Packet Company, in Dublin. The employers were forming a syndicate, and it behooved every Trade Union to watch this new movement of the capitalists. Thank God the workers of to-day, even the sleepiest of them, were wakening to the fact that they were in reality the masters of the situation, for they were the producers of that capital which

the idle master utilised to grind them down. He had not the smallest doubt but that labour that was so well organised as the present Trade Unions were would win the battle. It was then unanimously agreed "that we attend the meeting with banner and flag." Mr. P. A. Tyrrell, "our god-father," then addressed the meeting at some length on the strides that Unionism was making. The Union was mighty and strong, and would support a good employer and look after his interests, as well as the employee. Employers would find the Union was neither aggressive nor grasping, simply looking after their rights. Like sensible men they intended to have them. Defence not defiance was their motto. A fair day's wages for a fair day's work. He proposed, and Bro. Johnson seconded, that "we offer our congratulations and thanks to that great body meeting in Liverpool—the Trade Congress—for their voting in favour of the eight hour day. Mr. Stephens, of the Trades Council, in supporting the resolution, hoped the day was not far distant when they in Ireland would have a Trade Congress meeting in their capital, and every year in rotation, and not alone in that country, but in every other country on the face of the globe. The meeting then terminated.

#### LONDONDERRY BRANCH.

The usual weekly meeting was held Sept. 3. In the absence of the president, Mr. Henry Hamill presided. The income and expenditure of the Branch for the week ending Aug. 30, were considered very satisfactory. The secretary then read a circular from the Executive to the Branch asking their sanction to the Union sending £1,000 to help the men in Australia, now fighting for their just rights. This was unanimously approved. A complaint was lodged against an A.B. of the s.s. *Brui*, for leaving his berth on deck and taking a greaser's job in the engine-room. It was decided that he be allowed one month to look out for another job or leave the boat. The secretary then explained to the meeting how they had beaten the owners of the ship *North* out of the run to Liverpool, stating that the ship's husband kept the Derry men buoyed up with false hopes that they would get the run to Liverpool. But when the ship was ready for sea the ship's husband went to Liverpool and sent twelve men of the Riggers' and Mariners' Association to take the ship to Liverpool for 30s. each. The Union rate for the run from Derry to Liverpool is £2 5s. The men were interviewed, and they agreed to go back to Liverpool for 2s. each—rather hard terms. The men went back and the captain was glad to come to terms with the Derry men and give them £2 10s. for the run, which they accepted, and the two crews cheered each other as they passed in the river, one crew going back by the boat and the other in the ship for Liverpool.

#### PETERHEAD BRANCH.

If anyone prophesied six months ago, at the opening of this Branch, that at this date Unionism would be so strong in this district, I would have said such could not be possible. This has been the best week both for numbers and financially. The brig *Janet* has sailed for the first time with two A.B.'s and an ordinary seaman from this Branch. The s.s. *Girdleness*, Capt. Bonneman, has shipped three Union firemen and an O.S., and sailed for Cronstadt with herrings, and will return with sleepers for the Harbour of Refuge Works. I do not consider I would be doing my duty if I passed over an incident which should be interesting to owners, masters, engineers, and firemen. It appears the owners of the s.s. *Girdleness* sent to this port two firemen who held Union cards. They presented themselves and demanded money from the captain and engineer, and conducted themselves in such a manner that the captain would not allow the engineer to ship them. The engineer, Mr. Stuart, called on the secretary, and after inquiry the men were sent to Aberdeen and two shipped here in the berths they were to fill up. If owners would make inquiries of the various secretaries, men who were sober and obliging would be recommended. I am confident the Union will be obliged to gentlemen such as Captain Bonneman, and Mr. Stuart, chief engineer, who wish a good sober crew to see that they get them, 32s. 8d. per week should, according to our bye-laws, procure such, but if the unsuitable should turn up occasionally a small fine or expulsion for 6 months, would be a god-send to hundreds of members. High wages are a blessing to the sober and thrifty, and a curse to the drunken—the "more dollars the more drink." The s.s. *Eclipse* and s.s. *Windward* have arrived here from Greenland with unprofitable voyages. Some of the crew have been paid off in debt to the ship. The resolution referred to in my last communication has found much favour, and the opinion of the members will be noted up to the new year, when a continuation of the old system, or a beginning of the new will be

launched. Almost the whole of the A.B.'s and firemen have joined the Union who were employed on board these vessels, and five shipped here and sailed, five shipped for Liverpool, and 14 left per train and steamboat for Shields and Middlesbrough. These are all good, sober, and trained seamen and firemen, with V.G. discharges from Captain D. Gray and Captain A. Gray. They may be taken on board without much more inquiries. The secretary here had inquiries some time ago for a crew to go to Melbourne, and also crews for two monthly steamboats, etc., which he could not supply. Just now a few good men could be sent to any Branch secretary.

#### WEXFORD BRANCH.

At a meeting of the members of the Wexford Branch, Mr. Dench, delegate from the Executive Committee, presided. It was announced that 138 seamen had already enrolled themselves as members, and had paid their subscriptions. A resolution was passed calling on all the coasting captains to join the Union. The leaders of the movement are confident that every seaman in the neighbourhood will join the Union. The subject of demanding an advance of wages was before the meeting, but no definite resolution on the matter has yet been arrived at. A placard has been issued by the Union, addressed to the masters of ships, calling upon them to at once join the Union, as no Union seaman could be allowed by the rules to sail under a non-Union master.

#### SWANSEA BRANCH.

The weekly meeting was held in the Club Rooms on Tuesday, Sept. 2, in the chair Bro. Trick, and in the vice chair Bro. Williams. It was proposed by Bro. Prior, that Mr. T. A. Sjaberg be admitted as a member of this Branch on paying the current entrance fee. He failed to produce four years' discharges, but there was an old member in the room who sailed with him over four years ago. A discussion took place in reference to Bro. Ace, who missed his passage in the s.s. *Sportman*. It was decided that he be summoned to attend the next meeting. After the usual votes of thanks the meeting terminated.

#### NEWCASTLE-ON-TYNE BRANCH.

A general meeting was held Sept. 5, Mr. Randall, vice-president, occupied the chair. Mr. Gibson said that a month ago the firemen of the s.s. *Warkworth* agitated for more hands. Mr. Mansell went to Mr. Moffatt, the superintendent of the Tyne Steam Shipping Company, along with the firemen of the s.s. *Warkworth*. Mr. Mansell and Mr. Moffatt being unable to come to terms, Mr. Moffatt instructed the captain of the s.s. *Warkworth* to give the sailors 24 hours' notice. Mr. Mansell told Mr. Moffatt that he would boycott the ship, and if that was not bringing them out on strike, he (the speaker) did not know what was. He (the speaker) said that the delegate had engaged blacklegs. Mr. Nicholson said Mr. Gibson misrepresented him in saying that he engaged blacklegs. The latter were engaged while he (the speaker) was at Shields. Mr. Gibson asked Mr. Nicholson whether he went to seek scabs or not? Mr. Nicholson replied that he did not go to seek scabs. The captain of the s.s. *Warkworth* had asked him if he knew where D. Carmichael lived. He (the speaker) knowing where Carmichael lived, the captain of the s.s. *Warkworth* asked him as a favour if he would go to Carmichael's house and inform him that the captain of the *Warkworth* wished to see him. Having gone to Carmichael's house, several members were under the impression that he engaged blacklegs, which was not true. Mr. Jackson said that Mr. Nicholson stated in his presence that his instructions were to get anybody to go in the s.s. *Warkworth*. He (the speaker) called upon Mr. Nicholson to read these instructions. Mr. Nicholson then read all the telegrams and letters he received. Among the letters was one from Mr. Mansell which stated that Mr. G. Jackson had telegraphed to him (Mr. Mansell). The letter stated that no telegrams would be answered unless official. Mr. G. Jackson said that he did not think he had done anything wrong in telegraphing to Mr. Mansell and Mr. Wilson. He went to the office to pay his arrears, and he heard a lot of talk about the *Warkworth* and about the delegate having instructions to get anybody to go in the ship. He (the speaker) took upon himself to telegraph to Mr. Mansell and Mr. Wilson, and he did not think he did anything serious. (Hear, hear.) Mr. J. Jamieson said that the firemen of the s.s. *Royal David* had given their notice in to be done next week unless the two hands were granted. Mr. Neilson moved, and Mr. G. Jackson seconded, and it was carried unanimously, that bills be printed for a special general meeting on Monday night. Mr. Samuel Osborne, a member of the Wallsend Branch, spoke at length regarding the



Labourers' Union. In the course of his remarks he said that a member of the Union had been struck out of the Tyne Iron Shipbuilding Yard by the Labourers' Union men. He (the speaker) got him a job in Wigham Richardson & Co.'s yard, and now the man that he engaged, another man, and himself, had got their notice because they would not join the Labour Union. It was resolved that Mr. Errington be sent to Wallsend to see into the case, that he receive a day's work, and that his statements be laid before Mr. Wilson. Mr. Forrest, Mr. Neilsen, and other members spoke regarding the action of the labourers at Wallsend. A vote of thanks concluded the meeting.

A special general meeting was held at the Great Eastern Hotel, Milk Market, Newcastle, Sept. 8. Mr. Nicholson read a telegram stating that Mr. Mansell could not attend. Mr. Neilsen was voted to the chair. Great dissatisfaction prevailed at the absence of Mr. Mansell, secretary, and Mr. Errington, president, and it was resolved that all officials be fined unless an apology be sent in due time. Mr. Nicholson read the correspondence. Mr. Jackson said there was a letter which Mr. Nicholson had not read, received from Mr. Stephens regarding s.s. *Royal Dane*. The chairman said he was astonished that such an important letter should be kept back. Mr. Neilsen thought that as the action of Mr. Mansell caused the men to come out, they were entitled to strike pay. (Applause.) Great dissatisfaction had been caused by the action of Mr. Mansell. Mr. Gibson said Mr. Mansell promised to pay the firemen of the *Warkworth* strike pay, which he had not done, and he moved that the sailors be withdrawn from the *Warkworth* to strike the firemen out when the ship returns, also that the firemen who came out on strike receive strike pay. Mr. J. Coulthard seconded, and this was carried unanimously. Mr. Jackson moved, "That the members do not approve of Mr. Mansell seeing Mr. Stephens regarding the dispute at the s.s. *Royal Dane*, unless he is accompanied by some of the firemen of the vessel. Mr. Timlin seconded, and it was carried with two dissentients. Mr. Neilsen vacated the chair, and moved, "That we, the sailors and firemen, demand that competent cooks and stewards be employed on all ships, both for the comfort of the crew and passengers." Mr. Clark seconded, and it was carried. Several members of the Wallsend Branch spoke regarding the dispute there, and were not satisfied with what Mr. Errington had done. Mr. Neilsen suggested the appointment of a committee, to petition the shore labourers to appoint an arbitrator. Mr. Connelly said he did not see the use of any committee. On being put to the vote, Mr. Neilsen's suggestions were rejected. A vote of censure was passed upon the absent officials, no excuse being accepted.

**SHIPMASTERS' AND OFFICERS' UNION.**—A Branch of the Shipmasters' and Officers' Union of Great Britain and Ireland is being organised at Cardiff, and officers have been taken by Mr. T. H. Clarke, the organising secretary for the district. A meeting of certificated officers is to be called to elect the committee and branch officers.

**THE TELEPHONE AT SEA.**—The telephone has played an important part in the naval manoeuvres of the Swedish fleet. There is a telephonic post on board each vessel, and when lying at anchor they can telephone to one another by means of insulated conductors, which are run down the anchor chains and submerged. In Sweden, trading vessels arriving in dock are quickly connected by telephone to the nearest exchange.

**THE CARDIFF DOCKERS' DISPUTES.**—After investigating the position of the Cardiff dockers, Mr. Ben Tillett has drafted a new list of claims, which have been forwarded to the employers. In his letter which accompanies the list Mr. Tillett says the dockers are anxious to arrive at an amicable settlement of the relations between capital and labour, and they have in no way authorised the exclusion of non-Unionists from the quays. He adds that they also heartily approve of the proposed formation of a conciliation board.

**DEATH OF CAPTAIN M'ICKAN, OF THE CUNARD LINE.**—After an illness of considerable duration, Captain W. M'ickan died on Sept. 5, at his residence, 11, Newsham-drive, Liverpool. More than 63 years ago was Captain M'ickan born, and he entered the mercantile marine service at an early age. It is more than a quarter of a century since he joined the Cunard Company's service, and during his career he commanded several of the most famous ships of that famous Transatlantic line the last of these being the *Umbria*. When Captain Cook, the commodore of the Cunard fleet, retired into private life, Captain M'ickan was chosen his successor.

## SEAFARING DISASTERS.

*Amphitrite*, schooner, of Preston, has been towed into Kilkeel with stem damaged by *Iltyd*, s, of Cardiff, through collision with that steamer off north and south lightship. *Iltyd* since proceeded.

*Atirondack*, British s, got ashore entering Bahia Blanca, but afterwards floated, and arrived; damage slight.

*Abington*, British steamer, bound from London to Delagoa Bay, previously reported towed into Madeira with shaft broken, has arrived at Lisbon in tow.

*Beresford*, British steamer, is aground at the 30th mile post, River Danube.

*Birch*, British steamer, Shields for Pozzuoli, is ashore at Sabina Point, near Almeria. Attempts are being made to float her.

*Birch*, Shields for Pozzuoli, previously reported ashore, has got off and proceeded for Pozzuoli after throwing overboard 400 tons of cargo (coals). She has sustained no apparent damage.

*Belle of Dunkerque*, steamer, Helsingfors for Devonport, has arrived at Plymouth with machinery damaged.

*Cygnat*, tug, has sunk at Skinnerburn-on-Tyne.

*Comingsby*, steamer, of West Hartlepool, has struck and stranded on Ourrobedo Sand; water run into holds.

*Cherbourg*, see *Alliance*.

*Celt*, British steamer, from Newcastle for Rouen, has gone ashore at La Bouille, River Seine.

*Caedmon*, s, loading wheat at Berdianski; fire broke out, Sept. 10, in No. 2 hold, partly damaging cargo.

*Escorial*, s, previously reported ashore at Patras, got off after lightening 100 tons; has been surveyed and found perfectly seaworthy.

*Ella Nicolai*, Adelaide for Falmouth, has put into Valparaiso with loss of stanchions and decks leaky; part of the cargo is damaged; must discharge cargo.

*Ealing*, British steamer, is delayed at Savannah, with machinery slightly deranged. She is repairing in the harbour, and will proceed.

*Gawnt*, s, passed Woolwich with port boats smashed, having apparently been in collision.

*Gleaner*, for Bray, coals, has returned to the Mersey leaky, and beached.

*Glencaird*, British barque, Antwerp for New York, was spoken Sept. 1, in lat. 42°14', long. 77°21', with loss of foretopgallant, main, roy 1, and mizen-topmasts; all sails blown away. No help required.

*Iltyd*, see *Amphitrite* above.

*Kinghorn*, British steamer from Amsterdam for Leith (piece goods), is aground in the North Sea Canal; discharging her cargo into lighters.

*Kottingham*, s, of London, spoken Aug. 31, 45 miles south-west of Ushant, with after engine broken down, but required no assistance; proceeding with one engine. The *Kottingham*, s, left Bilbao Aug. 29 for Maryport.

*Lochnagar*, British barque, London for Hawks Bay, general, arrived at Falmouth with loss of jibboom and damage to tow through collision off the port with Norwegian barque *Deodata*.

*Lynx*, from Jersey, has arrived at Weymouth with port bow indented, through collision off Portland with German steamer *Ovelgonne*.

*Lothair*, barque, for Miramichi, has returned to Londonderry, crew refusing to proceed.

*Monkseaton*, British s, has arrived at Savannah with two plates broken and with slight damage.

*Mascatte*, steamer, which left Grave-end Sept. 3 for New York, returned to Gravesend with boiler defective.

*Minnie*, schooner, for Cork (coal), has been beached at Dale, having sprung a leak.

*Mount Tabor*, British ship, from Manila, has arrived at New York with fore-castle stove and other deck damages.

*Ormuz*, s, from Australia, in docking at Tilbury Dock, London, fell alongside upper pier-head, doing slight damage to some new piles being driven there.

*Paragon*, s, has arrived at Dublin with two blades of her propeller knocked off. She has been placed aground to have new propeller put in.

*Prince Anadeo*, British ship, Monte Video for Iquique, has arrived at Rio Janeiro with pumps choked.

*Prods o*, British steamer, from New York for Adelaide, has arrived at St. Vincent, C.V., with machinery (bearings) out of order; is repaired temporarily.

*Rambler*, British schooner, was boarded abandoned on Sept. 5, in lat. 45° N, long. 54° W, has since been towed into Newfoundland dismasted.

*Sailor*, tug, previously reported sunk in Skinnerburn-on-Tyne harbour, has been lifted and put ashore.

*Silver Spray*, yacht, of London, put into Banff with engines broken down.

*Thames*, barque, of Grimstadt, coal laden and ready for sea, was found at Cardiff to be leaking badly, and will probably have to discharge cargo.

*Wolf*, South Western Company's steamer, arrived at Southampton from Havre, with paddle-box and sponson slightly damaged, having been in collision in the river at 5.26 a.m. with same Company's steamer *Alliance*, outward bound for Cherbourg. Latter vessel supposed similarly damaged, but proceeded on her voyage. Weather thick at the time.

## CORRESPONDENCE.

### FISHERMEN'S GRIEVANCES.

To the Editor of "Seafaring."

SIR,—The fishermen who sail in the smacks that work with the large fleets stay at sea from eight to ten weeks each voyage. Every morning, weather permitting, they ferry their fish to a steam carrier, which, upon getting her cargo on board, proceeds direct to London. The company that owns the steamers supply the boxes in which the fish is packed. For each and every box so used the company makes a charge of threepence (these boxes cost the company about tenpence each), and this threepence is charged seven or eight times before the box is worn out. A charge of one shilling and ninepence is put upon each box for freightage, which, with a penny for landing, a penny for wharfage, and the threepence deducted for the use of the box, as above stated, makes an aggregate of two shillings and twopence charged upon each box of fish before it arrives in the market. After this comes the sale of the fish, on which is charged five per cent. of the gross proceeds of the sale, two and a-half per cent. of which is returned to the owner of the smack. At the end of each year a bonus is given to the owner out of the freightage paid to the company. Now, taking into consideration the fact that the fishermen and the owners have agreed to share the net proceeds of the sales of fish in the following manner—the whole of the net proceeds to be divided into eight shares, the owner to have five and a-half shares, the skipper and second hand two and a-half shares (as the fishermen do not receive any share of the bonuses or commissions returned to the owner), they are of opinion that it is not the net proceeds that are divided but only a part of them. Sir, the fishermen are getting tired of this kind of treatment. They read of working men of all kinds combining together to better their condition, and they begin to realise the fact that if their position is to be improved it must be done by themselves, and by combining together as other workers are doing. These, no doubt, will be some of the grievances that will be dealt with by the National Federation of Fishermen of Great Britain and Ireland. I would advise all fishermen to join it as I have already done.

TRAWLER.

To the Editor of "Seafaring."

DEAR SIR,—I am an owner, and one of those so-called "Fossilised Fishermen"; and, with all due respect to the energetic fishermen who have been receiving such courtesy from you lately, I do think that they might be better employed than using opprobrious names and slighting remarks about us. I am not a scholar, and do not know the best way to explain the few remarks I shall make, but I do this in the hope that someone of the class that I represent will take up the gauntlet that the fishermen have thrown down through your paper, and in a wordy war show to the fishing trade, and all others who read your interesting little paper, that we are not so bad as some of your correspondents would have them believe. Your correspondent who signs himself "Trawler" seems to me very much fossilised in his grammar, seeing that he occupies the post of honour in this paper. It has been said by another of your correspondents that we receive 5 per cent. for selling the fish, which he does not think is fair to the shrimmen, who, he says, are quite willing to pay and bear all just expenses. Would he call this a just expense?—a smack arrives with a good voyage from the fishing ground, which realises £150 to the highest bidder. The next day the vessel lays up, and the men settle up. The men's money out of £150, in shares and wages, is a little over £50, supposing the vessel has been away 17 days, which is an average trip. And now, Sir, comes the test of *beating just debts*. Pay day comes round, and the salesman seeks the man who bought the voyage of fish, and finds him a hopeless bankrupt who can only pay 6d in the £, or seeks him

in vain, for the bird has flown with the £150, and during the catching of that fish a net value of £12 may have been lost, sails torn, ropes broken, vessel damaged, lost time, etc., so that in the end the owner finds himself £100 poorer, and the fishermen £50 richer. This has happened, and is happening, every month in one or the other fishing ports of this kingdom. I ask, Sir, how does this bear on the just debts and expenses that the fishermen are willing to bear? Hoping this letter will be printed, and will urge those whom I represent to defend their cause, I remain, yours truly,

OWNER.

## GRIEVANCES.

To the Editor of "Seafaring."

DEAR SIR,—In corresponding with you it has been my aim to enumerate anything like a victory for our organisation, that the members thereof might see the vast amount of good accruing from the same. This time I have reversed my subject, as the heading will show. In a port like Glasgow I remarked some few weeks ago that it was not all plain sailing with us, as we had many obstacles to contend against, managing, however, in the majority of cases, to get them removed. The one which I am about to make mention of is the prevalence of our members failing to join the ship; they have signed articles in at the time appointed, or indulging rather freely in liquor on the day of sailing, getting into a beastly state of intoxication, and if not altogether losing their ships making themselves unfit to perform the duties allotted to them, causing a vast amount of trouble to their officers, and bringing nothing but discredit on the organisation they belong to. This is a grievance, Mr. Editor, that I would very much like to see remedied in some way, and would be very happy to hear some suggestions on the same from any source. And nothing would give me greater pleasure than to co-operate with anyone with a view to bringing this about. I know what it is to leave port in a state of intoxication, and when coming to your senses in a sort of a way, to go down to a stokehole (I am a fireman myself) in one of our Atlantic liners and commence work. I have seen men dropping on the plates in a state of exhaustion through the effects of that traitor to humanity—"Drink," but it seems up to the present day that it is still carried on. More so now, in fact, than ever. I thought at one time that our Union would be the means of, to a certain extent, checking this practice. But I find it otherwise, many members taking advantage of our Union to cloak their evil doings. There have been several cases of desertion and failing to join ships at the appointed time here in Glasgow this last two weeks. I will only mention one, as it is a standing disgrace to any organisation, and should be put down at any price. The s.s. *Warnick*, of the Donaldson Line of steamers, trading to Montreal, signed articles on Friday, 15th inst., the crew being all Union men (the steward having been compelled to join) and had to be on board the next day. Unfortunately the ship was not ready for sea until about midnight. At that time when the roll was called, five out of six firemen who had signed articles failed to respond. This was a sorry plight to leave a vessel in, especially one of the line mentioned, who had just expended, the day previous, 6d. per day more on the shore rate of pay for men working by the vessels while in harbour. One of our delegates who had been told off to see the vessel departing was on the spot, and tried all he could to get substitutes to fill the vacancies, but without avail. The ship being taken to the Tail of the Bank by the shore dockerman and boiler-cleaning foreman, where she had to lie, I am informed, till Monday, until a fresh crew of firemen had been procured. That day and half a detention means a serious loss to the employers, owing to the vast amount of competition in Montreal just now. And through what? The same old story—drink. My brother members will be thinking that the "Rambler" is now going in for temperance preaching, but I hope not. My sole ambition is (although I am proud to say that I am a strict T.T.), to try, in my own humble way, to impart a little advice to my shipmates, and appeal to them and to ask them to think of one of the principal objects of our great organisation, viz., to better the condition of all classes of seafaring men. Thanking you, Mr. Editor, for past favours, I am,

Glasgow, Aug. 25, 1890.

RAMBLER.

## TO OFFICERS.

To the Editor of "Seafaring."

DEAR SIR,—Just a little corner in your valuable paper this week to try if we cannot find some means of showing our officers the very unsatisfactory position in which they stand at present.

I must say they want stirring up out of that half-frightened, half-don't-care sort of a way in which they seem to have settled down. I am sure they don't want to look far to see what combination can do. Take for instance the seamen and firemen. Look how they have bettered their condition in a few months. Officers can do the same if they only like to try. I would like to bring before those officers who do read SEAFARING a little incident which occurred on board of a Hull steamer in the Millwall Dock the other day. I was on board on business myself and I heard the 2nd officer give one of the men an order, and the man seemed to think that it was time his day's work was done, and he replied to the 2nd officer in a grumbling way. I did not hear what them an said, but the 2nd officer asked him if he knew who he was talking to, and said "Understand I am 2nd officer of this ship." "Yes," replied the man, "I know you are, but I have two pence per week more than y u have!" The 2nd officer turned on his heel smiling, and said as he walked away, "By Jupiter, that's true, I'll say no more." In a conversation I had with the chief officer I found this to be actual y true, the man had 32s. 8d. per week, the officer 32s. 6d. Now, Mr. Editor, don't you think after that it is time officers were doing something for themselves? It is an undeniable fact that in half of the weekly boats coming into London the men have more pay than a 2nd officer, who has to be ready for any call without extra pay, whereas the men get their overtime. Hoping this will not occupy too much space,—I am, yours truly,

Bow, Aug. 26, 1890. TRUTH.

## RECKONING OF SEAMEN'S WAGES.

To the Editor of "Seafaring."

SIR,—In the interest of a large section of seafaring men would you kindly insert the following remarks in relation to an anomaly that exists in our mercantile laws? I refer to the mode of reckoning seamen's wages. According to the shipping masters' interpretation of the Mercantile Act, in making up a seaman's account of wages his pay is reckoned from date to date—"thus from Jan. 4 to Feb. 4" is counted one month, and if there are any odd days they are reckoned at the rate of thirty days to the month. Now, if this is law I contend it is not justice, as I shall endeavour to prove. As far as I understand our shipping articles, we are engaged by the calendar month, and if I am right, I maintain we should be paid by the calendar month; every month standing by itself. Thus, for instance, we are engaged on Aug. 31, and are paid off on Oct. 10, we should receive one month and eleven days' pay, instead of, as at present, one month and ten days' pay. Now, as the law stands at present, we work in this instance one whole day for the owners for our mere board and lodging; for if we refuse to sign till Sept. 1, and the owners cannot get another crew till that date, and they are paid off on Oct. 11, they receive one month and eleven days' pay for the same voyage that would receive a month and ten days' pay, for the owners thus losing a day's detention with their steamer and having to pay an extra day's wages to their crew besides. The same rule holds good with any other five, six, or seven weeks' voyage. When signing on the last day of a thirty-one day month, and a thirty-day month following, and the voyage is completed before the 30th day of the third month, we work the day of the month we sign for nothing. Put it another way. We sign on Aug. 31, and we are paid off on Sept. 31. We receive one month's wages, though actually we have worked one calendar month and one day. Another instance. We sign on Jan. 29, and we are paid off on Mar. 4. Feb. having 28 days, we receive one month and five days' wages; but if we refuse again to sign till Feb. 1, and the voyage is delayed till Mar. 7, we receive a month and seven days' pay for the same number of days. Rather curious, is it not, that seamen are so blind to their own interests as to allow the owners to rob them by law out of three days in thirty-five. Owners and shipmasters tell us a great deal about short months of 28, 29, or 30 days; about us getting the advantage of them; but I rather think that in the course of the year, in Atlantic voyages especially, they get considerably the advantage of us, as there are more 31 day months than otherwise, which they never say one word about, and especially a long 31 when we happen to arrive late at night on the 31st day, and keep us till five minutes to twelve. When everything is taken into consideration you may safely say you have worked thirty-two days for your month's wages.—I am, etc.,

SEAFARER'S WELL-WISHER.

Several letters are held over till next week.

OVERCROWDING PLEASURE YACHTS.—At Ramsgate on Tuesday, Sept. 9, Helary Bent and Robert Brimley, masters respectively of the *Miss Rose* and *Prince Frederick William*, pleasure yachts, were summoned for overcrowding their vessels on the 1st inst. Defendants were convicted of similar offences on the same day; but, in spite of the conviction, they each repeated the offence in the afternoon. The Bench again inflicted the maximum penalty of £5 and costs.

DISCONTENT AT LIVERPOOL DOCKS.—Notwithstanding the settlement arrived at after the Liverpool dock strike in the spring the labourers appear to entertain a good deal of discontent. On Tuesday two of Messrs Lamport & Holt's vessels in Toxteth Dock were prevented from discharging grain from the River Plate in consequence of the men refusing to go on working at the agreed rate and insisting upon another shilling. The vessels were consequently transferred to the Albert Dock, which is worked under the superintendence of the Dock Board by a regular staff of men.

BEN TILLET AND THE CHURCH CONGRESS.—It is rumoured in Church circles that a strong protest will be made against Mr. Ben Tillet being allowed to address the Church Congress. A standing order of the assembly stipulates that "none but members of the Church of England or of churches in communion therewith shall be allowed to address the Congress." Mr. Tillet's recent appearance as a preacher in connection with the Wesleyan body, at a chapel in Camberwell, is advanced as a proof of his nonconformity with the Church of England.

THE "STORM KING" AT ADELAIDE.—The lifeboat *Storm King*, Captain Bogelhardt Jorgensen, master, Mr. Nielsen, mate, reached Adelaide on Aug. 4, after an adventurous voyage from England. She had a rough run round from Albany. For eleven months these two men had been tossing in their little craft without other human companionship, now exposed to the perils of a lee shore, now safely weathering tempests in which the largest merchant vessel would find it difficult to live. It was originally Captain Jorgensen's intention to sail his boat from Adelaide to Melbourne and Sydney, but he abandoned that idea.

TUG BOAT BRANCH.  
SAILORS' & FIREMEN'S UNION.  
NOTICE.

Tug Boat Men desirous of protecting their interests and improving their condition should at once join the above, while the entrance fee is low. They can be enrolled at any of the London Branch Offices of the Sailors' and Firemen's Union (mentioned on page 8 of SEAFARING), or at "Captain Man o' War," High Street, Poplar, any evening from 8 to 10 p.m. The weekly meeting of the Tug Boat Men is held at the "Captain Man o' War," High Street, Poplar, every Wednesday evening.

NOTICE.  
ROTHERHITHE BRANCH.

On Monday, 15th inst., the Office of the above Branch will be removed to 2, Chichester Villas, Lower-road, Deptford, and meeting room at Chichester Tavern, every Monday evening at 7.30. Office hours, 10 till 6.30, and every Thursday till 7.30. R. Mathews, outside delegate.

C. WYKES, Secretary.

Sept. 9.

## NOTICE.

Union Men coming to Whitstable should take care that they sign by the month, and not by the voyage, so that they may know what they are working for.

"COMMONWEAL"  
SOCIALIST & LABOUR ADVOCATE.

Record and Review of the Labour Movement in all parts of the World.

SPECIMENS FREE.  
ONE PENNY WEEKLY.

24, Great Queen's St., Lincoln's Inn Fields,  
London, W.C.



**LOWESTOFT BRANCH OFFICE,**  
4, St. GEORGE'S TERRACE,  
LORNE PARK ROAD,  
SOUTH LOWESTOFT.

MR. J. LINDER, Assist. Secretary,  
From whom all information may be obtained.

**H. PHILLIPS,**  
PAWNBROKER,  
TIDAL BASIN,  
VICTORIA DOCK.  
**SAILORS' OUTFITTER**  
In all its Branches.

**J. J. ROBINSON.**  
MARKET HOTEL,  
MARKET PLACE,  
MIDDLESBROUGH.

**ALLSOPP'S MILD & BITTER ALES & STOUT.**  
Choice Wines. Cigars of the Finest Quality.

Middlebrough Branch Meetings of the Sailors' and  
Firemen's Union held at this house.  
Meetings of Shipmasters' and Officers' Union also  
held here.

**SAMUEL BEGG,**  
Treasurer Hull Branch N.A.S. & F.U.  
**TURK'S HEAD HOTEL,**  
MYTONCATE, HULL.

CONCERT ROOM OPEN EVERY EVENING  
AT SEVEN O'CLOCK.  
WINES, SPIRITS, BEERS AND CIGARS OF THE  
FINEST QUALITY.

**MRS. M. JONES,**  
Having returned to the Tyne, has opened the  
**UNION SEAMEN'S HOME,**  
31, DUKE ST., NORTH SHIELDS,  
Where Seafaring men will be treated in strict  
accordance with Union principles.

**E. A. McDONALD,**  
OUTFITTER,  
32, CLEETHORPES ROAD  
GRIMSBY.

A Large Stock of Seamen's Clothing always on hand

**BRISTOL BRANCH.**

**NOTICE TO MEMBERS.**  
The above Branch is removed from  
45 to 41, Prince Street. Union flag  
hoisted. All communications please  
address "41, Prince Street, Queen  
Square."

T. J. DANCEY, Secretary.

**PENARTH AND BARRY BRANCH.**

**NOTICE TO SECRETARIES.**

The above Branch is removed from Cogan  
to 34, Sydenham-street, Barry Dock (close to  
Shipping Office). All communications must  
be addressed: "Seamen's Union Offices, 34,  
Sydenham-street, near Shipping Office, Barry  
Dock."

(Signed) J. HARRISON,  
Secretary.

COMFORTABLE HOME FOR SEAMEN.

**Mrs. G. GAWLER'S**  
19, HIGH STREET, BARRY.  
Seamen Boarded by Day or Week according  
to Union Principles.

**GRIFFITHS' DINING & COCOA ROOMS**  
41, GREAT HOWARD ST., LIVERPOOL.  
(OPPOSITE NORTHERN HOSPITAL.)  
Seafaring Men of all Classes will find the above  
Establishment the best place to get  
**GOOD MEALS AT MODERATE CHARGES.**  
Attention & Civility Guaranteed.

LONDON.  
**C. MARRINGTON,**  
PRIVATE BOARDING HOUSE FOR OFFICERS ON  
BOARD SHIP.  
HOME COMFORTS STUDIED. TERMS MODERATE.  
76a, MINORIES.

**JAMES BRACKEN,**  
SEAMEN'S UNION  
BOARDING HOUSE  
182, BROOMIELAW, GLASGOW.

**ROBERT FINDLAY**  
UNION SUPPLY STORES.  
60, GRANGE ST., GRANGEMOUTH,  
Wholesale and Retail  
GROCER AND PROVISION MERCHANT.  
Members of the Sailors' and Firemen's Union  
supplied at lowest cash prices.

SAILORS' AND FIREMEN'S UNION  
BOARDING HOUSE,  
EDWARD MILTON, Proprietor.  
"FORESTERS ARMS."  
81, EAST HOLBORN, SOUTH SHIELDS.

LONDON.  
**N. A. S. & F. BOARDING HOUSE,**  
**Mrs. HICKS,**  
13, JEREMIAH STREET,  
Four Doors from Green's Home Branch Office.

**PEGGIES' DINING ROOMS,**  
64, DOCK STREET, DUNDEE.  
Seafaring men of all classes will find the above  
establishment

THE BEST PLACE TO GET  
MEALS AT ALL HOURS.  
MODERATE CHARGES.  
ATTENTION AND CIVILITY GUARANTEED

**SOFT TACK.**  
MRS CATHERINE MITCHELL, widow of  
the late J. B. Mitchell, chief mate of the  
S.S. "Julia Wiener," begs to inform the Sea-  
faring class who trade to Tyne Dock that she  
has opened the shop, 15, SLAKE TERRACE,  
TYNE DOCK, and will supply Home-made  
Bread at the lowest possible Prices

**THE UNION PUBLIC-HOUSE IN GLASGOW**  
IS THE  
**HEBRIDEAN VAULTS,**  
JAMES WATT STREET.

**TOBACCONISTS COMMENCING.**  
Write for Illustrated Guide (320  
pages, three stamps). "How to  
open respectfully, £20 to £1,000,"—  
TOBACCONISTS' OUTFITTING COMPANY,  
Chief Offices, 185, Euston-rd., London,  
the largest and oldest complete Tobac-  
conists' Furnishers in London.

£20

**WILLIAM GUY,**  
BOARD & LODGING HOUSE  
7, POSTERNGATE  
(OPPOSITE THE SHIPPING OFFICES),  
HULL.

**NOTICE TO UNION MEN.**  
Union men frequenting BARRY DOCK are  
respectfully requested to Board at  
**MRS. MOONEY'S,**  
6, HOLM ST., CADOXTON.  
(Near Barry Dock.)  
N.B.—None but Unionists need apply. Note the address.

ALL SEAMEN COMING TO HULL, GO TO  
**WILLIAM HEMINGWAY,**  
TAILOR, DRAPER, & OUTFITTER,  
No. 42, MYTONGATE, HULL  
(NEAR THE DOCK).

A Large Assortment of Ready-made Clothes. Oilskin  
Jackets and Southwesters. always on hand.

**N. A. S. & F. UNION HOME,**  
13, ROBINSON ROW, DAGGER LANE,  
HULL.  
This Home is Conducted on Strict Union Principles  
**G. A. HODGSON, Proprietor,**  
Financial Member, Hull Branch.

**McCANN & CO.,**  
LONDON HOUSE, HOLTEN ROAD, BARRY.  
Seafaring men cannot do better than buy their CLOTHING  
at McCANN & Co.'s. We buy for Cash from the best manu-  
facturers, which enables us to give the best value to our  
customers. One price; no abatement. The Largest Stock  
in the neighbourhood.  
McCANN & CO., London House, Holton-rd., Barry.  
Near Victoria Hotel; 4 minutes' walk from Shipping Office.

**J. LEWIS,**  
SEAMEN'S OUTFITTER,  
54, BROOMIELAW, GLASGOW.

**BRISTOL SEAMEN'S**  
CLOTHIER & OUTFITTER, &c.,  
**W. J. PIKE,**  
HOTWELL ROAD, BRISTOL,  
Honorary Member Seamen's Union.  
ADVANCE and HALF-PAY NOTES cashed very  
lowest terms; purchases at the time entirely  
optional.  
Foreign Money Exchanged. No Commission to  
Runners.



**HOLLOWAY'S**  
**PILLS**  
& **OINTMENT**  
WORTH THEIR WEIGHT IN GOLD  
THE WHOLE CIVILIZED WORLD  
HAS TESTIFIED FOR UPWARDS  
OF HALF A CENTURY to their  
**MARVELLOUS EFFICACY**  
IN EVERY  
**FORM OF DISEASE**  
Manufactured only at  
78, NEW OXFORD STREET  
LONDON.  
SOLD BY ALL CHEMISTS AND MEDICINE VENDORS.

## TEST THEM FREE OF CHARGE.

### WHAT WE ARE PREPARED TO DO.

We are prepared to supply 25,000 clergymen with two packets of FRAZER'S SULPHUR TABLETS for gift and test among sick poor parishioners.

We are prepared to pay postage thereon (25,000 at 3d.), value £312 10s.

We are prepared to supply 250,000 of the general public with samples of FRAZER'S SULPHUR TABLETS, gratis and post free.

We are prepared to pay the postage thereon (250,000 at 1d.), value £1,041 13s. 4d.

### A WORD OF ADVICE.

Don't write for the samples simply because we offer them free of charge, nor because your neighbour does. Read our advertisement through to the end, and then decide whether you or yours need or would be benefited by the use of FRAZER'S SULPHUR TABLETS. We do not pose as philanthropists. This is a business offer. We have an article that we know from severe tests and from results achieved will sell on its merits if seen, tasted, and tested. Sulphur is the oldest, the best, and safest remedy for the blood, for the skin, for the complexion, for rheumatism, and for constipation. FRAZER'S SULPHUR TABLETS are composed of sulphur incorporated with cream of tartar and other curative ingredients. They are much more efficacious than sulphur in milk or treacle. This has been proved time and again. They are liked. Men favour them, women hail them as a boon, and children think them as pleasant to eat as confectionery. They benefit all, and are as efficacious and curative as they are safe and agreeable.

### TWO THOUSAND POUNDS HARD CASH.

This was the sum we stood to lose, plus the cost of advertisements, if, when seen and tested, FRAZER'S SULPHUR TABLETS had failed to

merit approval. Do us the justice to admit this is a fair test. We supply the samples free. We prepay the postage. All you do is to write a letter or postcard and ask for them.

### WHY DO WE TAKE THIS RISK?

This is what people ask us. We reply, because those who write for the samples afterwards buy packets of FRAZER'S SULPHUR TABLETS by post from us, or obtain them from chemists, stores, or medicine vendors. People likewise recommend and keep the Tablets by them. The consequence is that we sell several hundred dozen packets weekly, and the sale is rapidly growing. This is trade by merit. The public have shown discrimination, and that they can appreciate merit, and it was in firm reliance that this would be the case that we were led to incur this risk.

### DO I NEED THEM?

If you have Rheumatism, Yes. They will kill the decomposed and poisonous excess of uric acid in the blood causing the disease.

If you have Constipation, Yes. They are a gentle, safe, and a simple laxative, as suitable for children (in smaller doses) as for adults.

If you have Hemorrhoids, Yes. They relieve the congestion of venous blood at the affected parts, and afford relief.

If you have Ulcers, Scrofula, Scurvy, or other Impurities of the Blood, Yes. They neutralise the blood poisons causing the diseases and expel them out of the system.

If you have Skin Disease or Eruption, Yes. They have a specific curative effect on all such, as they open the pores from internally, and free them from obstruction and disease taint. They likewise "scotch" where they do not kill the disease principle from the blood, which causes Eczema and other diseases.

## TEST THEM FREE OF CHARGE!

Write us a letter or postcard, naming SEAFARING, and we will send you samples of FRAZER'S SULPHUR TABLETS gratis and post free.

They are for internal use for the Blood, Skin, Complexion, Rheumatism, and Constipation. They are put up in packets, price 1s. 1½d. (post free, 1s. 3d.), and are for sale by most Chemists and Medicine Vendors.

Sole Proprietors, FRAZER & Co., 29, LUDGATE HILL, LONDON, E.C.

Seamen should visit the NEEDLE & ANCHOR, P. M. Leibow & Co., Proprietors, 210 & 212, East India Dock Road, close to East India Dock, Pawnbrokers, Watchmakers, and COMPLETE SEAMEN'S OUTFITTERS.

Captains supplied at Wholesale Prices.

N.B.—OILSKINS & SEA BOOTS A SPECIALITY.

**C. GEMMELL,**  
119, HIGH ST., KING'S LYNN,  
**UNION CLOTHING SHOP,**  
Is the BEST HOUSE in the EASTERN COUNTIES  
FOR  
**EVERY DESCRIPTION**  
OF  
**SEAMEN'S CLOTHING.**  
AT PRICES THAT CANNOT BE BEATEN.

### NOTICE.

To Members of the National Amalgamated  
**SAILORS' AND FIREMEN'S UNION**  
All Union Men arriving at or sailing from  
LEITH are invited to visit

**L. HYMANS**

Pawnbrokers' Salerooms & Seamen's Outfitting Stores  
3, TOLBOOTH WYND, LEITH,  
Where he has always on hand a large stock of New and  
Second Hand Clothing, suitable for Seamen, at prices to  
suit everyone. Also large quantities of unredeemed  
pledges consisting of Gold and Silver Watches,  
Spectacles, Optical Goods, Marine and Field Glasses, at  
really low prices.

ARMY & NAVY TROUSERS FROM 1/6 TO 3/6  
SEA BOOTS FROM 8/6 TO 25/.

NOTE.—L. H., being an authorised agent for the most  
prominent Boot and Shoe Manufacturers, purchasers  
may depend on getting the best value.

GILSKINS FROM 6/6 TO 10/6 A SUIT.

N.B.—Members of the Seamen's and Firemen's Union  
supplied on Special Terms. Advance notes cashed at  
a very small percentage.

**R. WHITE,**  
WHOLESALE  
**CABINET & BEDDING**  
MANUFACTURER,  
70, 72, & 74, RATHBONE STREET,  
CANNING TOWN, LONDON, E.,  
AND  
28 & 29, GREEN ST., UPTON PARK, E.  
Houses Furnished from 10 to 100 gs.

ALL GOODS WARRANTED

**SPECIALITIES IN**  
**SEAMEN'S BEDDING**  
PURE WOOL BEDS,  
4/6, 5/6, 6/6, 7/6 each.

BUSH RUGS & COLOURED BLANKETS  
Sent free to any part of the Kingdom on receipt of  
P.O. Order. Prices 3/9, 4/9, 5/9, 6/9.

**UNION MEN IN LONDON**

SHOULD GO TO

**C. KELLY,**  
130 & 144a, VICTORIA DOCK RD.,  
LONDON, E.,

For Serges, Oilskins, Guernseys, Officers' and  
Seamen's Caps and Hosiery.  
Hats, Ties, Scarves, Collars, &c., of the Newest  
Style.

Honorary Member—Recipient of Gold Medal from  
the N.A.S. & F. Union.

**THE ANCHOR HOUSE,**  
11, COMMERCIAL ST., LEITH,  
**J. WILLIS, MANAGER.**  
**SEAMEN'S UNION CLOTHIER & OUTFITTER.**  
Suits made to measure on the shortest notice and most  
reasonable terms.  
A Speciality is our  
**OILSKINS**

made on the premises, without the manufacturers' profit.  
Bedding supplied at wonderful prices.

NOTE.—All Members coming to LEITH should not fail to  
visit the ANCHOR HOUSE, 11, COMMERCIAL STREET, a few  
doors off from the Union Office.

**SPECIAL NOTICE TO UNION MEN**  
**WM. MILLER & CO.,**  
GLASGOW HOUSE,  
VERE STREET, CADDOXTON, BARRY DOCK,  
Keep a large and Complete Stock of  
**SEAMEN'S OUTFITTING**  
In all its Branches. Advance Notes cashed for 1s.  
in the Pound. All Goods marked in Plain Figures.  
N.B.—Special terms for members of Seamen's  
Union. Note the Address—  
**WM. MILLER & CO.,**  
VERE ST., CADDOXTON, BARRY DOCK.  
One minute's walk from Caddoxton Railway  
Station and Wenvoe Hotel.

**UNION MEN**  
SHOULD GO TO THE  
**CHAMPION PHOTOGRAPHER**  
**DOWLE,**  
34, BARKING ROAD, CANNING TOWN.  
**CARTES DE VISITE,**  
3 FOR 1/6.